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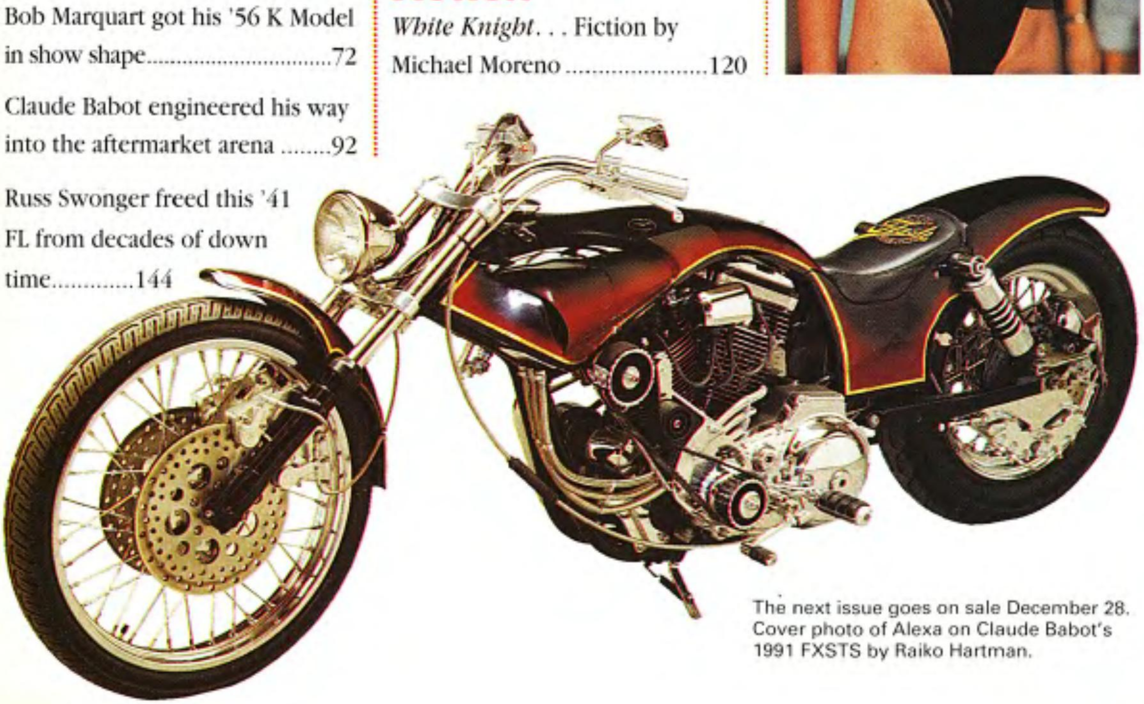

The next issue goes on sale December 28. Cover photo of Alexa on Claude Babot's 1991 FXSTS by Raiko Hartman.

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The Audit

Paid any taxes lately? Well, if you have, you paid the federal bureaucrats (i.e., the people who create for themselves make-work jobs in order to use up every penny their budget allows). They're not in business for themselves, so they don't have to think of ways to keep costs down like a private business would. No, all they have to do is to keep busy no matter how long it takes. By God, they have a budget, and if they don't use it, they may lose it in next year's budget! For example, it takes them 15 typewritten pages to explain how to bake chocolate chip cookies! Or how about 24 typewritten pages to tell you how to order a fruitcake! Or 30 pages on how to make men's T-shirts! Or 19 pages to explain how to order coffee! Or the $7 billion lost in scandal, fraud, and mismanagement at the Department of Housing and Urban Development! Or how about the $471 million spent on pork-barrel highway projects—those are the favorite projects of politicians, projects that are built in a politician's district in an effort to win friends and influence his local voters. And finally, did you know that 35¢ of every tax dollar you send to the Feds goes toward paying for government waste! Phew! And to think both parties screw us every year like this, and they don't even give us a kiss! When are we going to do something about the way politicians take advantage of us? Like we're too dumb to figure out what they're doing to us! Maybe they're right, they do it to us every year and all we do is roll over, fart, grumble, and under threat we whimper and meekly pay our taxes!

He attempted an escape from jail by taking a swan dive (head first) off a second floor walkway in a county jail and broke his neck! A couple of weeks later he broke out of his full-body, fiberglass cast (not plaster), walked down the hall to a large door, tore it off its hinges, and took off. He was spotted in town and after a 10-minute foot race they caught him and called the fire department to come and attend to his broken neck! I know, I know. How could a guy with a broken neck do all that? Why a fiberglass cast instead of plaster? I don't know. That's all the newspaper clipping said. Sounds strange to me too, but what do I know?

This skinny little 120-pound guy had a 300-pound wife. He was facing her in their bedroom when all of a sudden she keeled over on him, knocking him to the floor and landing on top of him with her huge 42 DD jugs covering his face and suffocating him! The carpet showed how frantically he had clawed it in an effort to get out from underneath. What a way to croak!

Did you hear about the legislator who introduced a law to make the state scoop up roadkill off the state highways and feed them to the state's prisoners? Now don't let a few tire tread marks put you off from enjoying a warm bowl of roadkill stew!

She was speeding along the highway at 102 mph. The cops pulled her over and asked her to step out of her car with her hands up. As she did so, she pissed her pants. Did she ever—she peed and peed. She finally stopped and said that's why she was speeding—she'd been looking desperately for a gas station to get some relief! It worked! She didn't get cited.

She woke up, found a knife-wielding creep crawling into her bed, and grabbed the only weapon at hand to beat him off. She clubbed the shit out of him. She hit him in the face, knocking several teeth out and splitting his head open. She slammed him in his balls and generally made him sorry he'd ever thought of getting a little from her. What was her weapon? It was her artificial leg!

He went to the can to take a dump. While sitting there, he dropped a lit cigarette butt between his knees into the bowl. Cablam!! It exploded, singeing all the hair off his ass. His crotch was still smoking when his wife came into the room. Suppressing a laugh, she told him what might have happened. Just before he had come home, she had been frightened by a cockroach. She picked it up with a napkin and dropped it into the toilet. Then she sprayed it with a can of insecticide and dropped the lid. But wait! That's not all. When the paramedics came, they took him down the stairs, but they started laughing so hard at what had happened that they dropped his stretcher, breaking three of his ribs!

TAKING IT EASY

By Spider

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WORDMONGER

Absent Bikers

☐ I'd like to thank Clay Dog for the write-up in the August issue ("Hall O' Fame") and *Easyriders* magazine for all your help. Nothing would give me greater pleasure than to stand, victoriously, before the press on election night and publicly thank the bikers of America for helping me win the election.

Al Banks, U.S. Senate in '94
Phoenix, Ariz.

Bitchin' Art

☐ The painting by H.B. Lewis in the August '93 issue is bitchin'! The accompanying article is pretty good too. I'd like to see more of this guy's paintings and bikes. I can't stop looking at the drawing of the customized FXR. If this is a "drawing from life" and the real bike looks anything like the drawing, I'd like to see it featured in the rag.

The Count
San Rafael, Calif.

Legal Stuff

☐ This is for J.D., JoJo, Animal, Scooter, and Peg Leg. In response to your letter in the September '93 issue, I would suggest that you take legal actions. The most appropriate remedy that I would suggest is that you file a civil rights complaint in your local federal district court under Title 42 of the U.S. Code, section 1983. Once the complaint is filed, you should file a Motion For a Preliminary Injunction in which you would ask the court to issue an injunction that would stop the Department of Corrections from banning *Easyriders* and like magazines from the institutions.

If you should decide to file a section 1983, remember that you must sue individual persons, not the Department of Corrections or the state. You should base your claim on a violation of your First Amendment rights. I suggest you get a copy of the *Prisoners' Self-Help Litigation Manual* by Daniel E. Manville. This book will guide you through the steps you should take, and it also has samples of the various documents that you'll need to file.

I hope this will help you out. Don't give up.

John D. Wise, Paralegal
Camp Hill, Pa.

A Response

☐ In response to Dr. Duck (August '93 issue), *fair dinkum* is native lingo from the Land of Oz. To best explain its meaning, I'll give you an example:

Two cobbers are yakking. "Bluey" got his moniker coz he's a *fair dinkum* readhead and "Smiley" got his moniker coz he's a *fair dinkum* grizzle guts.

Bluey says, "Life's *fair dinkum* grouse. The trouble and strife is at the dragon's all weekend, so I'm taking Shank's Pony to the rubbedy to sink pots till I throw a technicolour yawn and get chucked out."

"*Fair dinkum* lucky mongrel," whinged Smiley. "I gotta tub the kelpie, take a bunch of billy lids to footy, run the Victa over the front paddock and nuke six four'n twenties for munger before my cheese lobs home from bingo. What a *fair dinkum* lousy cop!"

So now you know what *fair dinkum* means. Just don't ask the meaning of *cobber, moniker, grouse, trouble and strife, dragon, Shank's Pony, rubbedy, sink pots, kelpie, billy lids, bunger*, and *lousy cop*!

Hoddy
Victoria, Australia

Sportsters, Again

☐ Being concerned about our economy and believing in buying American-made products, I recently bought a Sportster. I had to save like hell, sell my Jap trash, and suffer through the collectors in order to afford it.

I joined my local H.O.G. chapter and the Bros Club. I recently attended a local motorcycle rodeo and took more shit from dumbshits calling my bike a mini-bike, half-a-Harley, and the like. I was stunned.

Hell, my Sporty will outrun most of that so-called big iron unless they spend megabucks to build 'em. It'll outcorner and take most of them in the 1/4-mile. Sure, I'd like to have a new Road King or Heritage, but I've got to work around this obstacle called a budget.

A Sporster-ridin' vet with an attitude
Oklahoma City, Okla.

Raisin Pie For Us

☐ Here's a big slice of raisin pie for y'all. The other day I received a box from UPS. Well, I'd won one of the second prizes from your sweepstakes. I got my superbag full of goodies. A few days later I got a letter saying I won third prize, too. I'll make sure I enter next year's sweepstakes. Maybe I'll win the grand prize or first prize. Thanks again.

Alan Abbett
Stonington, Conn.

He's In Love

☐ I can't believe you found her! Stacey from Ohio (Aug. '93 *Fox Hunt*) is my future wife! How do I get in touch to propose?

Patrick "Face" McCloskey
Fox Lake, Wis.

■ Maybe she'll see your plea.

He's Stressed

☐ What's wrong with you guys? In the

September '93 issue you show a beautiful blue knuckle with one of the best-looking babes I've seen in your rag, or any other, in a long time. You write about the bike and the owner but nothing on the babe! Not even her name.

Big Mike Hume
Leavittsburg, Ohio

■ That knuck is a shovel. That "babe" is Felicia.

Happiness Is . . .

☐ Seeing your ex-boyfriend on a Jap bike when you pass him on your own shovelhead.

Jean Riggs
Standard, Calif.

Another Word From Solari

☐ A biker roadbuilding community ought to come into being to establish a private alternate U.S. highway system for bikers. It's cars that make bike riding dangerous, not bikes.

My discussions with people about why we need the fuckin' government at all usually degenerate into the idiot I'm talking to saying, "But we would have no roads!" Like we've got roads now. The road system in this country is a congested, potholed slaughterhouse. A line of paint is all that keeps you, going 55, from someone else coming right at you at 55. This circumstance, happening once a year, would be terrifying. But it happens a million times a day—to everyone. Americans won't put up with some problem on the other side of the Earth, but they'll happily tolerate having half their wages sucked from their paychecks and a road system more dangerous than all the wars in American history. It's fucked!

J. J. Solari
Burbank, Calif.

A Complaint

☐ It's about fuckin' time you got it right! I'm referring to the Sept. '93 issue. Finally, no Ness, no mess! Every ride in this issue was the balls and didn't look like Arlen Ness had his hands in there. Don't take my Ness bashing the wrong way. I have a great respect for his talent, but I'm from the old school and go for the more straightforward scoots.

How about paying homage to the hard-working bikers, who bust their balls and return beer cans to get money for parts to build their bikes themselves in their dimly lit sheds, by putting out a Reader's Ride Only issue? Show the people you haven't forgotten them.

Crazy Train
Norfolk, Mass.

■ How about 15 bikes in one issue? Read on.

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the—back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to the Wordmonger, P.O. Box 3000, Agoura Hills, CA 91376-3000.

DISSECTING DYNAS

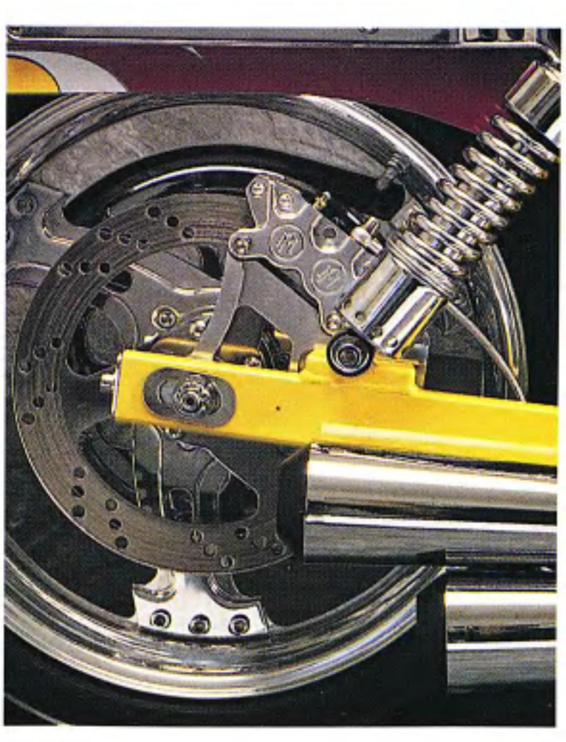
The newest model in the Harley line is the Dyna Glide. To some, it represents the old swingarm models of the '60s, with its solid swingarm and heavy frame. To others, it represents an escape from the British-looking FXR chassis.

So we researched what some customizers in the country are doing with Dynas, and what they think of the new model.

MIKE GULDERY

CHURCH POINT, LOUISIANA

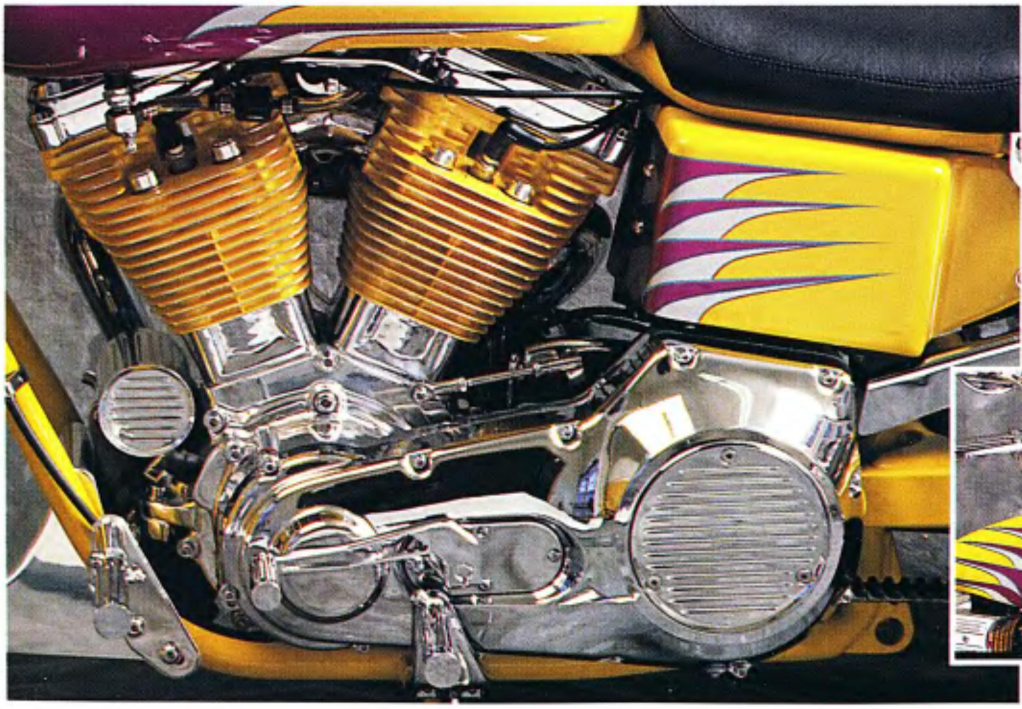
PHOTOS: CARMINA



This bike was built by Arlen Ness and represents a complete rebuild of the original bike. The frame has been stretched forward 3 inches and raked to 38 degrees. Arlen's crew stretched the gas tank, installed shorter shocks, and cut the fork tubes 2 inches. Arlen designed the side covers, which will become part of Arlen's line of products for Dynas, and Arlen's fenders were adapted. The stock swingarm was utilized, but a custom seat was severely altered to fit. The passenger pegs will be mounted to the bottom of the shocks.

All the heavy brackets have been shaved, and Ron Moreli performed the paint work. The fender rails are stock, although Arlen has designed a set and a dual rail swingarm for this model. Other accessories include R.C. Comp wheels (4.5 inches wide with Metzeler tires). The air cleaner is one of Arlen's new creations.

Arlen's comments on the new Dyna include: "I like the new frame design. It's easier to work on. I lowered the seat position on the Dyna I built for myself, because I didn't like the feeling of sitting on top of the bike." Arlen prefers the Dyna over the FXR model. Although lowering the seat position seems a major modification, it's do-able on account of the oil bag being under the tranny.



Reviewing Modifications To The New Dyna Glide

CHARLES M.P. GALATI

EDGEWATER, FLORIDA
PHOTOS: DON ROGERS

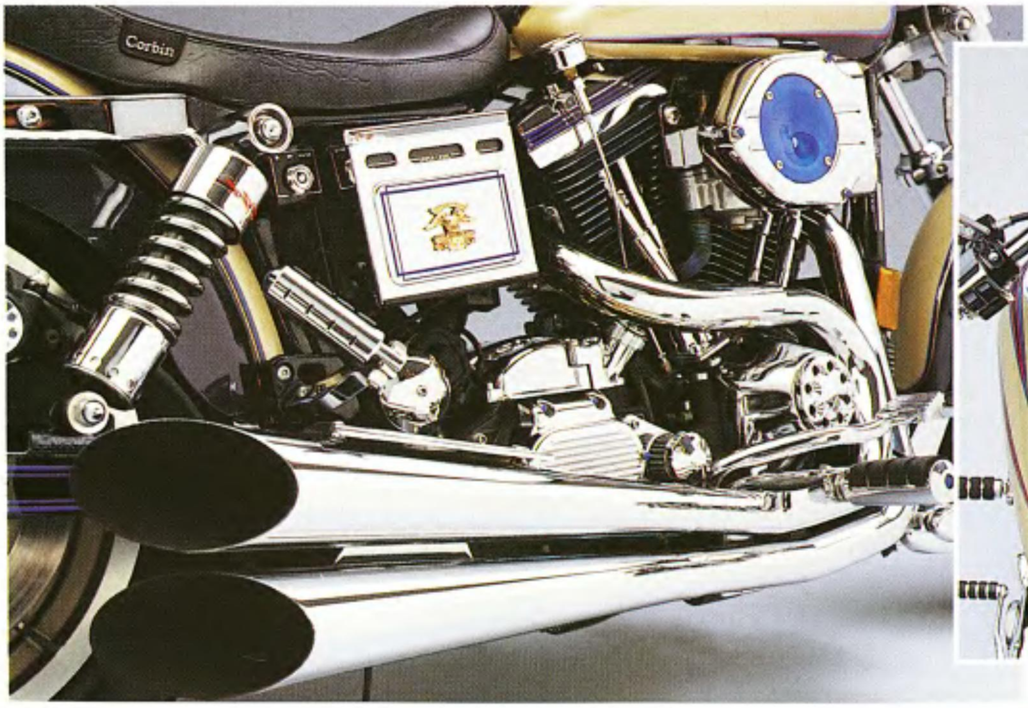
Charles Galati first laid eyes on the 50th Anniversary Daytona Dyna during Daytona's 50th celebration in 1991. Charles' bike is number 89 out of the 1,700 Daytona Specials made.

Inspired by other builders in the pages of *Easyriders*, Charles wrote letters to Arlen Ness, KüryAkyn, and Bartels' H-D for the aftermarket custom parts that would give this Dyna the edge he was looking for, then ordered everything through Miller's Custom Parts. As you can see, Charles wanted to keep the original classic look of his "Special" and just add a few tasteful touches.

The main goal with the engine was street ride-ability. This scoot is ridden to work every day. The only modifications are the Crane cam, Bartels' exhaust, Screamin' Eagle coil and Jacobson ignition box. The combo makes for a strong riding bike with none of the drawbacks of supping up the engine.

The paint on the fenders is bone stock, featuring the special "Daytona 50th" graphics. The new tanks were painted by Jim Keenan using urethane paint which matches the H-D paint amazingly well. Charles wants to thank Phil the Coca Cola man for his help and his Hamster Hero, Arlen Ness for years of inspiration.

Daytona


Corbin

JON KOSMOSKI
MINNEAPOLIS, MINNESOTA
PHOTOS: JIM GALLUP

This Dyna was modified by Donnie Smith, who also calls Minneapolis home. Donnie is a world-class builder and designer and although this bike doesn't represent the ultimate in Dyna design, it has a distinctive alteration that cleans up the bike considerably. The owner is the bigwig at House of Kolor in Minneapolis. He's the master of custom paints, but chose to paint his own bike to match the stock theme.

Now here's the key. The section of frame under the seat holds very little, so Donnie cut into the frame and supported his modification by making the battery box an integral part of the chassis. He positioned the battery under the seat and ran the wiring alongside it, then moved the ignition switch so it was on the same side as the wiring. He mounted the horn under the battery box, then fabricated the side cover system around the center of the frame, which eliminated the toasters (the boxes concealing the wiring and battery) and made the bike much thinner through the middle. In addition, a toolbag will now fit inside the handmade cover.

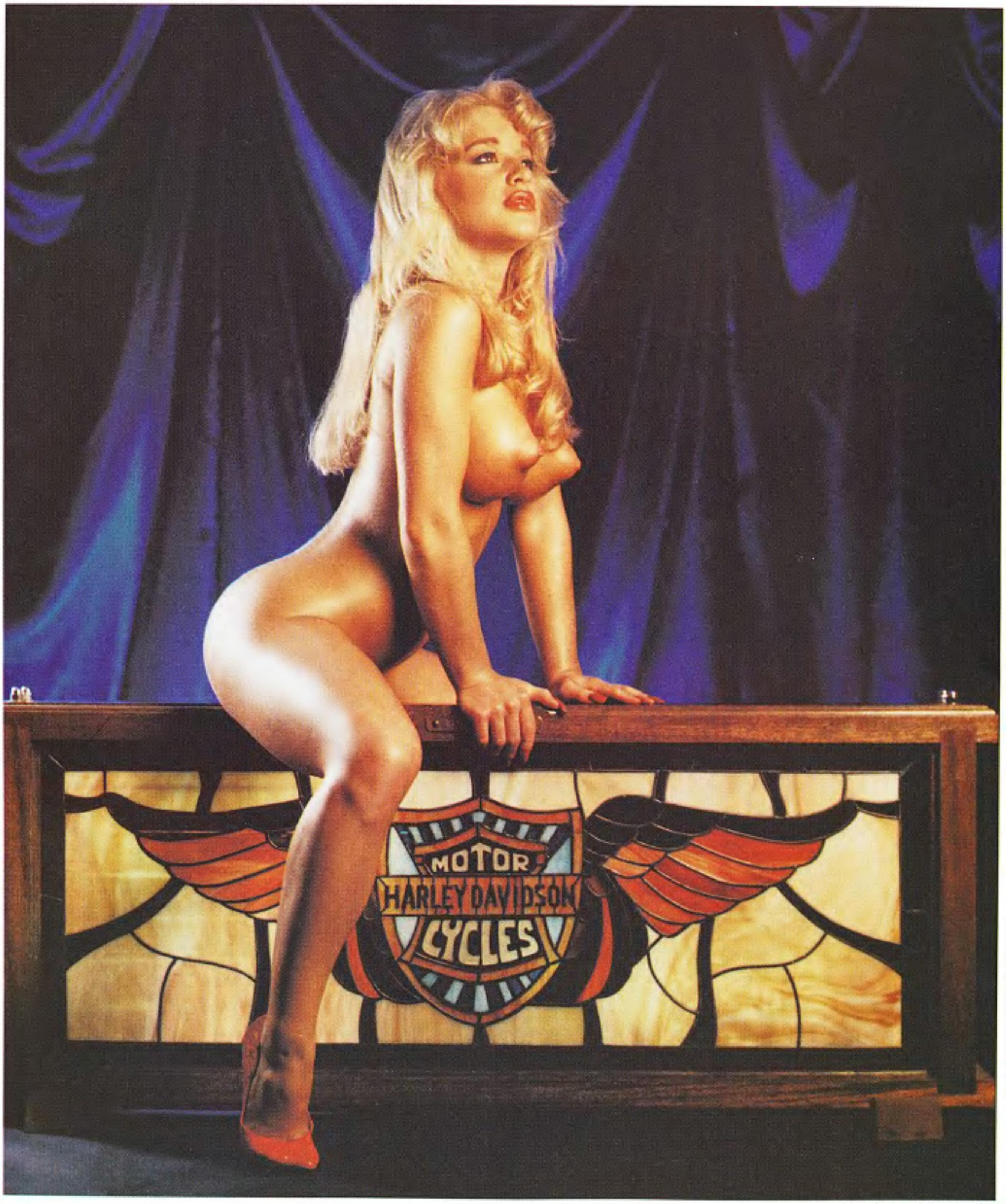
Then Jon added his own final touches and repainted the scoot. Looks clean.

—Bandit

HARLEY-DAVIDSON
DYNA GLIDE

THE TALE OF

Memorabilia, Mystery, Mayhem, And Muse



Photos: John Jordan

THE PIN

One day, about 15 years ago, I was over at my old partner Righteous John's place. While looking through a stack of old H-D paraphernalia, I ran across a 1936 parts and accessories book. Thumbing through the pages, I saw a drawing of a promotional pin. I remembered seeing the design once before and being intrigued by it, but mysteriously had never seen it since. The reproduction of the elusive memorabilia was pretty lousy, but I recreated the design by hand as best I could and printed it on T-shirts, which I sold for years. Of course, this was before Harley enforced license infractions.

The 1936 wing design has always been one of my favorites

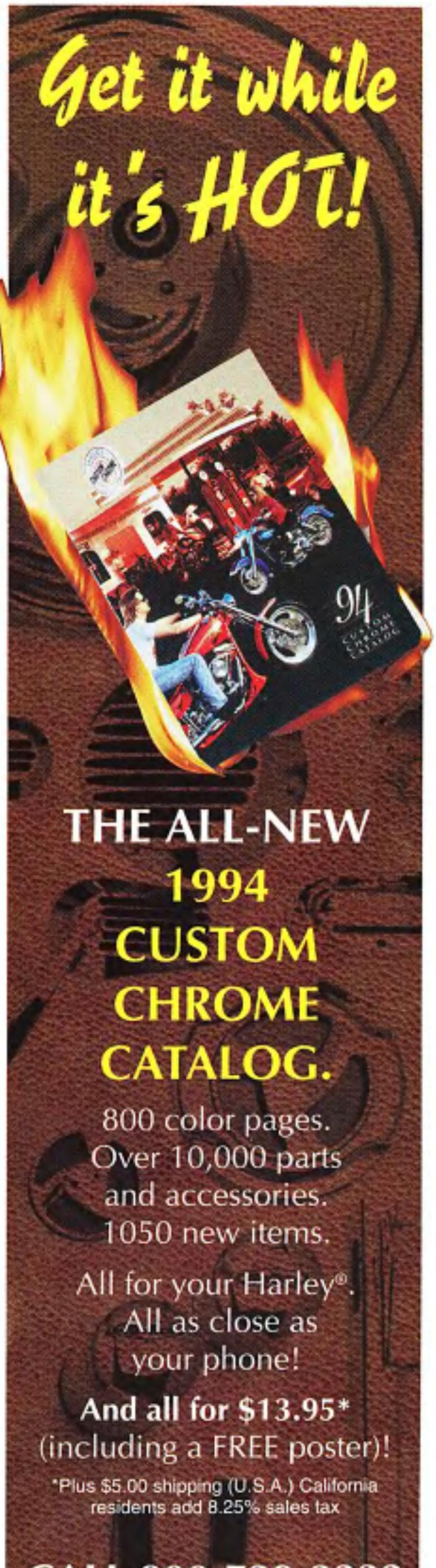
The 1936 wing design has always been one of my favorites, and the muses kept bugging me to do something with it. Some years later, when I taught myself to do stained glass, I decided it was the perfect way to bring the design to life. I started by designing the outline drawing and proceeded to cut 300 pieces of glass. The guys at the stained glass store were intrigued with me because they knew from the questions I was asking that I didn't know what the hell I was doing. But I proved them wrong when I whipped it together in a mere 100 hours. Not too bad for my first piece. The payoff came when I rolled into the store with my stained glass window, housed in a solid mahogany light box, and plugged that bad boy in. Needless to say, they were more than a little shocked. At that point I got my new nickname—John "Tiffany" Jordan II.

But the plot thickens. Not long after finishing the piece, Righteous John called me to say a partner of his, Sidecar Dave, had found the actual 1936 pin at a junk store downtown and thought it might be for sale, if the price was right. (I need to interject something at this point. Did you ever have one of those super scheming partners? Well, with a name like Righteous John, you might be of the opinion that he's a man of the cloth. But, in fact, he was one of the most scheming, conniving, wheeling and dealing, used Harley parts dealers you've ever had the misfortune of tangling with, and yours truly had just fallen into one of his mini-maniacal plots.)

After months and months of haggling with the sumbitch, I wound up paying $100 for a lousy pin that cost 10 cents back in '36 (talk about inflation). But what the hell, the verbal mayhem was worth it, because I was now the owner of three slick things: another tale to tell all the young wannabes, a unique antique pin, and a one-of-a-kind, museum-looking, kick-ass stained glass window (if I don't say so myself).

Oh, wait a minute, there was a fourth: the picture itself. Without the help of my buddy and child prodigy, Little Lynn Paris, this photo would not have been possible. And what a shame that would've been, doncha think?

—John Jordan



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11TH ANNUAL RIDE FOR SIGHT

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Each year in Canada, motorcyclists from each province start as early as January raising money for Retinitis Pigmentosa (R.P.) Eye Research. Thousands of Canadians are affected each year by this retinal eye disorder. Our philosophy is: "If you can't see, you can't ride, and we are striving for a cure."

In Nova Scotia, tavern benefits are held across the province usually with live bands, biker games, wet T-shirt contests, sex trivia, or anything else to get the public to donate money for this worthy cause.

Hundreds of motorcyclists go door-to-door collecting donations. June is Ride for Sight month across Canada. In Nova Scotia, everyone heads for the rally itself on the second weekend in June. We gathered at McPhee's Farm in Stewiacke. Once at the gate, all the donations raised during the year are turned over to the organizers. If you have $50 in donations, you have free entry into the rally. If not, it's $20 a head for the weekend.

In Nova Scotia, there were 400 registered participants, with $30,000 raised. On a national basis, Ride for Sight has raised almost $5 million since 1988. This year marks its 11th Anniversary.

Live music was provided by "Nobody's Business." A biker rodeo was held which included such favorites as the tire pull, tire toss, wienie bite, and balloon bust. Plaques were awarded to the winners, and the tire pull plaques were dedicated to the memory of Paul Heckbert, who several years ago rode across Canada promoting the Ride for Sight.

Eat, drink, and be merry was the order of the day, and everyone partied in temperatures that at times hovered just above the freezing mark. Vendors were hawking everything from T-shirts to leather bikinis. Also present were the NCOM and AIM people in their information booths.

Photo: David Nelson

This is the only fund-raising event of its kind in the world. It brings together a variety of groups who all work together for the same cause. Some of the groups involved in this year's rally were: Maritime Motorcycle Touring Association, Waverly Road Riders, Undertakers MC, Highlanders, Organization of Responsible Bikers, Nova Scotia, and Bikers' Rights Organization.

Thanks one and all, and hope to see you next year for the 12th Annual Ride for Sight.

—Lloyd and Kathy Rector
Organization of Responsible Bikers, Nova Scotia

OREGON SAYS NO TO BEANIES

Court Of Appeals Rejects Vagueness Challenge To Helmet Law

On June 23, 1993, Oregon's Court of Appeals rejected arguments by lawyers that the state's helmet law is unconstitutionally vague, in *State* v. *Miller*. In a short opinion, the court stated, "Assuming, without deciding, that such a challenge [unconstitutional vagueness] is appropriate in a case not involving penal sanctions, we conclude that the [helmet] laws cited by defendant are not unconstitutionally vague. Defendant's concerns are best addressed to the legislature."

Attorneys for Doug Miller, an Oregon ABATE/Douglas County chapter member, are S.E. Portland Chapter member and AIM attorney, Sam Hochberg, and Laura Graser. Both were surprised by the court's decision and by its quickness.

"As of August 1993, a Petition for Reconsideration in the Court of Appeals and Request for Review by the Oregon Supreme Court will have been filed," says Hochberg. "I look forward to rearguing the case in the higher court and hope to convince the Supreme Court to overturn this decision."

Doug Miller was cited and convicted last fall in Coos Bay, Oregon, for wearing a beanie-style helmet bearing a DOT sticker.

Hochberg cautions that it is now the law of the land in Oregon that the helmet law is not vague, and that motorcyclists might expect to be cited for wearing beanie helmets, particularly if they do not bear DOT stickers.

Unless the Miller case is overturned, convictions may become easier for the police. However, Hochberg says the police must still prove in court precisely how each helmet fails to meet specifications, and, he says, this may still be a problem for the state. —ABATE of Oregon, Inc.

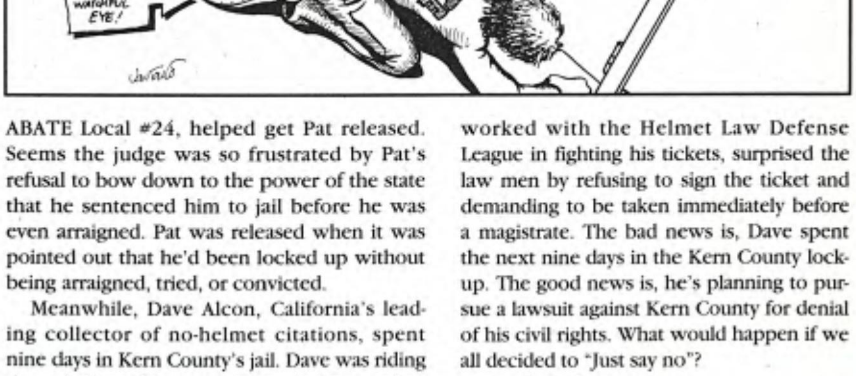
NEWS FROM THE GOLDEN STATE

The War Against The Helmet Law Continues

Motorcyclists need to keep their eyes and ears open to what's going on at the UCLA School of Public Health. Funded by the Insurance Institute for Highway Safety, a man named Jess Krause is hurriedly developing ammunition to be used on a nationwide basis. He's been provided with funding to study the effects of California's helmet law to determine if it has resulted in a savings to the state.

ABATE of California has organized a task force to "investigate the investigation." They want the effects of rider training, and the obvious decreased ridership since California's helmet law was passed, to be considered.

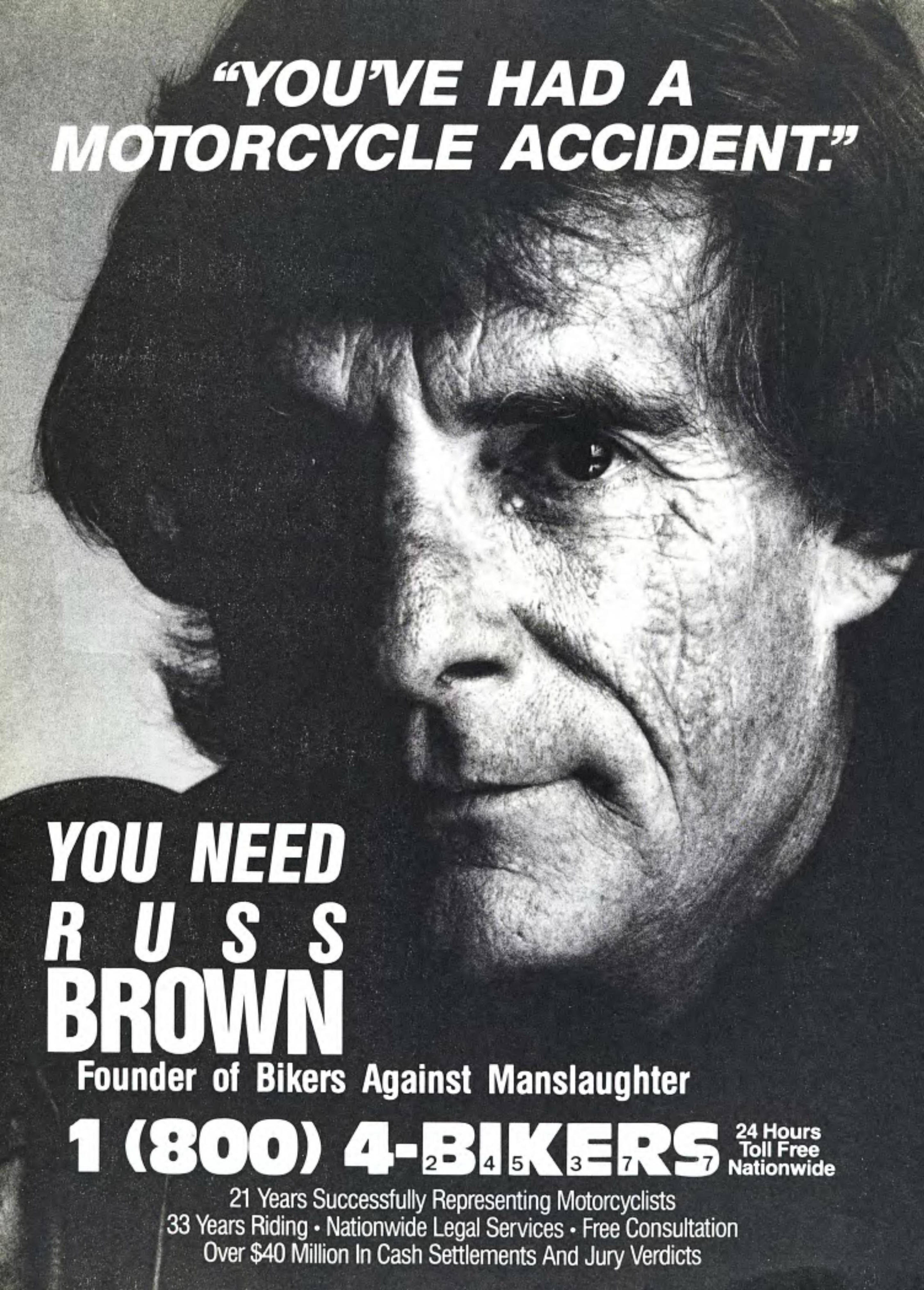
In other news, it's been two years since California's helmet law took effect and the stakes in the battle are going up. At least two California riders have spent time in jail for the crime of making their own choice. In Fresno, Pat Holmes, president of ABATE Local #24, spent time in Fresno's graybar hotel for refusing to pay a fine for riding without a helmet. Peter Kapetan, an attorney and a member of



ABATE Local #24, helped get Pat released. Seems the judge was so frustrated by Pat's refusal to bow down to the power of the state that he sentenced him to jail before he was even arraigned. Pat was released when it was pointed out that he'd been locked up without being arraigned, tried, or convicted.

Meanwhile, Dave Alcon, California's leading collector of no-helmet citations, spent nine days in Kern County's jail. Dave was riding through Kern County without a helmet, when he was pulled over by the CHP. Dave, who has worked with the Helmet Law Defense League in fighting his tickets, surprised the law men by refusing to sign the ticket and demanding to be taken immediately before a magistrate. The bad news is, Dave spent the next nine days in the Kern County lockup. The good news is, he's planning to pursue a lawsuit against Kern County for denial of his civil rights. What would happen if we all decided to "Just say no"?

—Paul Lax,
ABATE of California State Director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POW/MIA

More Than Just A Matter Of Missing

As of September 10, 1993, Congress mandated a national observance on behalf of those American servicemen still "missing and unaccounted for" from the Vietnam war, which ended in 1973. It has now been over 20 years since "Operation Homecoming," when 591 U.S. soldiers were returned from Vietnam.

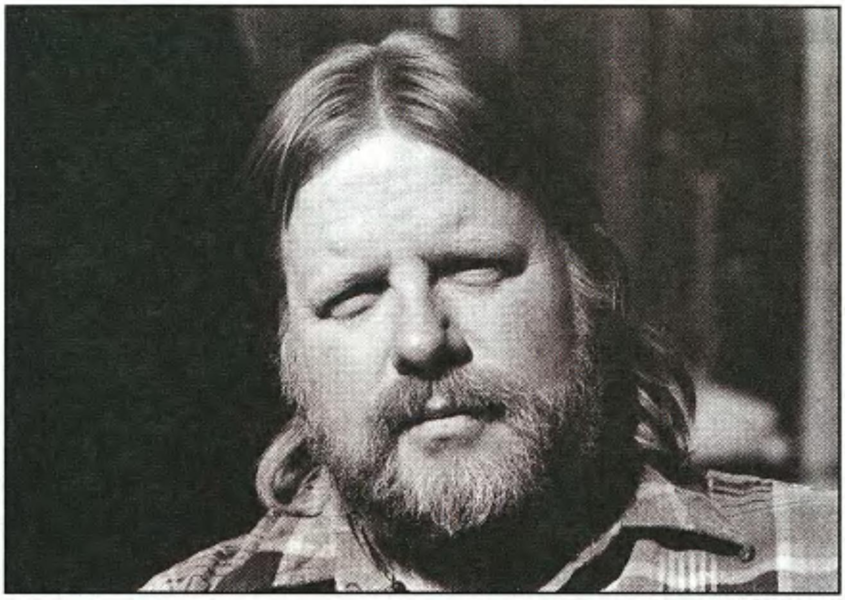
The Paris Peace Accords were signed in January 1973, and the U.S. government was happy to disengage from the bloodied battlefields of Southeast Asia. Historically America's longest and most unpopular war, over 58,000 U.S. servicemen and women lost their lives. With equal haste, the U.S. government hoped to put a swift and tight cap on the issue of American Prisoners Of War and Missing In Action (POW/MIA). It was not to be.

In the hearts and minds of thousands of POW/MIA families and Vietnam veterans, it was not a cut-and-dried issue of "missing" U.S. personnel, but rather one of cold-hearted "abandonment." Indeed a serious indictment against those U.S. agencies and individuals toward whom they charge responsibility, the claims of willful abandonment of these men is not lacking in evidence and documentation.

To start with, in the Department of Defense's (DOD) own *POW/MIA Fact Book* (available to the public), it is openly noted that U.S. intelligence was fully aware that a minimum of 1,289 American servicemen were alive and in communist hands near war's end, most of whom were reported as being in captivity by the Vietnamese themselves.

After the signing of the Peace Accords, the release of American POWs began in March and concluded in April of 1973. But of the 1,289 Americans known to be in captivity, only 591 were actually returned during Operation Home Coming. With the Vietnamese insisting that "all live American POWs have been released," the immediate question for hundreds of POW/MIA families was: what of the remaining 698? Where are they now? What happened to the rest of our fathers, sons, and brothers?

In a 1986 interview with ABC News' *20/20*, former head of the Defense Intelligence Agency (DIA), Retired General Eugene Tighe, recalled the literal truckloads of intelligence folders that accompanied DIA teams to the POW release areas. Each folder represented an American soldier they fully anticipated to retrieve from captivity. When asked how many of these folders were leftover or otherwise not matched with a released POW, Tighe replied, "Let me just say there were hundreds of these folders."



Butch Olmstead

With this glaring deficit of nearly 700 servicemen yet to be accounted for, then President Nixon appeared on national television and announced to the American people that "all American Prisoners of War in Southeast Asia have been returned home." It was a deliberate and misleading declaration that, in one form or another, has been carried through every administration since, with the government, at its best, insisting that no U.S. soldiers were ever knowingly or willfully left behind.

Evidence to the contrary exists in the form of old declassified CIA documents that prove that U.S. intelligence assets were actively monitoring POW camps throughout the country of Laos (then under Viet Cong control) from October 15, 1967, to as late as 1972. These comprehensive reports provided the map coordinates of each camp, the actual numbers of Americans in each camp, and descriptions of their treatment and diet. The documents were submitted to the Senate Committee on Veterans Affairs in January 1985 by Ret. Col Earl P. Hopper, whose son, Lt. Col. Earl Hopper Jr., was shot down over Laos in 1968.

Over 600 U.S. airmen were shot down over Laos during the war. Not one has been accounted for. As Ret. Col. Hopper stated: "If our government knew where these men were then, then where are they now? And gentlemen, with these documents before you now, how can our government insist it has no knowledge of Americans being willfully left behind in Southeast Asia?"

Also disheartening is the obviously myopic focus on the return of U.S. remains, which though a relief to some, still draws attention from the issue of possible live Americans still in captivity or unaccounted for. Since the late 1970s, the DIA had intelligence on the "warehoused" remains of U.S. soldiers. In 1980, one of the chief morticians in charge defected to the United States. Having testified before the House and Senate, and after repeated polygraphs and the "highest DIA scrutiny," his testimony was deemed as "one-hundred percent reliable."

DIA intelligence was now confirmed. Though appearing as earnest progress and cooperation with America, the return of remains has been regarded by most POW/MIA families as no more than a bank-like withdrawal from an existing warehouse of remains in Hanoi. Worse yet, our own government is going along with the communist Vietnamese charade, calling the return of remains "earnest progress and cooperation on the POW/MIA issue."

Since war's end there has been an embargo on U.S. trade and assistance to Vietnam. Now an economic shambles under its communist regime, Vietnam is doing whatever it can to see the embargo lifted. Far short of the fullest possible accounting of U.S. POW/MIAs, our government is on the verge of doing just that—with many civilian corporations already laying the foundation for trade. With little to gain, and much to give to our former enemies, American POW/MIAs may be the cost of U.S. government indifference.

—Butch Olmstead

Butch Olmstead served in Vietnam with 11th Armed Calvary "Blackhorse" Regiment in 1967. He's now a freelance writer for various veterans' publications.

FIGHTING

Workplace Discrimination

It's clear from the response we've received to the "Victims Project" survey that discimination against motorcyclists in the workplace is a growing problem. It may not be widespread yet, but the practice of reducing or eliminating health-insurance benefits for employees who ride is becoming more common in all parts of the country.

The American Motorcyclists Association (AMA) is taking steps to confront this issue. Here's a review of what they've done so far, and how you can get involved.

Declaring a Position: On May 8, 1993, the AMA Board of Trustees passed a resolution against anti-motorcycling discrimination in the workplace.

Establishing coalitions: The AMA is coordinating its efforts on this issue with the American Civil Liberties Union (ACLU). The ACLU has developed model legislation designed to protect workers from discrimination based on lifestyles, including the right to own and ride a motorcycle.

In addition, Robert Rasor, the AMA's vice president for government relations, is working with other groups that are part of the American Recreation Coalition (ARC). Rasor, who serves as a member of the ARC board, has talked to officials of more than 70 member companies and associations representing the interest of other recreational users, many of whom are facing the same sort of discrimination.

Spreading the word: You can keep yourself informed and help promote legislation in your state by requesting a Lifestyle Discrimination Kit from the AMA. The kit includes a copy of the Board of Trustees resolution; reprints of information on the subject, including the survey form; a list of other organizations opposing lifestyle discrimination; and a copy of the model legislation. To get the kit, send a 9" x 12" self-addressed envelope bearing 58¢ postage plus $2 to cover copying costs. Send your envelope and fee to: AMA Discrimination, P.O. Box 6114, Westerville, OH 43081-6114. Using this information, you can help others with this vital issue and ask your representatives to introduce legislation in your state.

Supporting the project: Don't stop sending your examples of discrimination against motorcyclists in the workplace. If possible, include documentation. The more we learn, the better we can represent your interest and make government officials aware of the scope of the problem. Send your info to: Victims, C/O American Motorcyclists Association, P.O. Box 6114, Westerville, OH 43081-6114.

—Twiggy

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Drawing will be held SATURDAY, MARCH 12, 1994 at 5:00 P.M. at the RAT'S HOLE CUSTOM CHOPPER SHOW. Need NOT BE PRESENT TO WIN!

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All mail entries must be received by March 9, 1994. Make checks or money orders payable to EASTER SEALS. For more information call (904) 255-4568.

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Name ______________________________

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SHORT STROKES

What's The Deal?

Where's the world headed? Seems legislators can't deal with the real problems confronting society, i.e. the homeless, the economy, AIDS, and violence, so they choose to alienate the remainder of society with ridiculous legislation....**California passed a helmet law for bicyclists** under the age of 18. I hope it's not a sign of things to come. Now cops get to bust kids on their way to school....**At last count** Harley was rapidly approaching its goal of $1 million raised in connection with the 90th Anniversary events. The final total will be the highest amount raised for the Muscular Dystrophy Association (MDA) from a single event since the company became an official corporate sponsor in 1981. Oliver Shokouh at Glendale Harley-Davidson will be challenged to up the ante at this year's Love Ride....**There's a bill in Congress** (S-179), led by Senator Daniel Patrick Moynihan (D-New York), that would raise taxes on gun ammunition 1000 percent. That's right, a box of ammo that costs $10 now could soon be over $100....**In Louisiana, roadblocks are set up** for checking insurance coverage. If the motorist is unable to prove he or she has insurance, the police confiscate the vehicle's license plates, take the vehicle, or levy a $500 fine....**The city of Cleveland is trying to have motorcycle** club colors named as weapons of intimidation, punishable by a 3-year prison sentence with no good behavior time off. Even murderers get time off for good behavior....**Our favorite senator, Ben Nighthorse Campbell,** failed to show up to meet the Prez and the Pope. He had a good excuse, though; he was at Sturgis....**This is turning into a hot month** after all. The National Coalition of Motorcyclists (NCOM) has established a toll-free, 24-hour legislative hot line, funded by Aid to Injured Motorcyclists (AIM) and the Law Offices of Richard M. Lester. By dialing (800) 300-NCOM (6266), the caller (that's you) can receive the latest information on proposed legislation, federal regulations, and updates on current legislation such as ISTEA and our efforts to repeal the sanction provisions of the national helmet law....**Another law firm, Jacobson & Hupy, S.C.** in Milwaukee, Wisconsin, has started a free program which includes periodic updates on biker news, free analysis of personal injury cases, free settlement of motorcycle damage, and representation by a firm that is experienced in bike-related accidents with investigators who are bikers. You can reach 'em at (800) 800-5678....**And finally, a 1941 Indian motorcycle** and sidecar have been donated to the National Automobile Museum in memory of Ralph W. Petersen of DeWitt, Nebraska. The late Mr. Petersen was well-known as one of the founders of Petersen Manufacturing Company, Inc., which made Vise-Grip tools. That's a nice touch. —Bandit

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NCOM UPDATE

By the time you read this, the U.S. Congress will have already adjourned for 1993. However, Congresswoman Olympia Snowe (R-Maine) sought an amendment to the fiscal year 1994 Transportation Appropriations Bill that would provide a one year delay in imposing federal sanctions against states that failed to have enacted seat belt and helmet laws.

According to her limitation amendment, "none of the funds made available in this act [the Transportation Appropriations Bill] may be used to impose or enforce any penalty specified in Section 153 of Title 23 U.S. Code for failure of a state to have in effect laws requiring the use of motor vehicle safety belts and motorcycle helmets."

On September 21, 1993, Snowe withdrew her amendment because the procedural difficulties involved in amending an appropriations bill in the U.S. House of Representatives would make passage tenuous at best.

Instead, Snowe received assurances from committee chairman Norm Mineta (D-California) that her amendment would be incorporated into the Technical Corrections Bill used to "clean up" technical problems in the Intermodal Surface Transportation Efficiency Act, or ISTEA (which contains the controversial "blackmail" helmet and seat belt language).

The corrections bill is expected to be heard during the third week in October 1993, and, according to Mineta, it will amend the deadline for states to have both laws in place from September 30, 1993, to September 30, 1994. This effectively is the one year delay that Snowe sought.

Meanwhile, Senator Ben Nighthorse Campbell (D-Colorado) intends to continue his plan to offer a similar amendment to the Transportation Appropriations Bill on the Senate side, where it's not as difficult to amend an appropriations measure. Campbell will also continue to pursue co-sponsors to his bill, S.401, which would delay the effective date of the penalties for two years.

All these attempts to delay the fiscal sanctions are intended to buy motorcyclists time to gather support for Representative Snowe's H.R.799 and Senator Dave Durenburger's (R-Maine) S.295, the two bills that would repeal the penalty language altogether. Currently, both bills have approximately half the number of co-sponsors needed to ensure passage.

—NCOM

U.S. AND CANADIAN
MOTORCYCLE LAWS

	Special License	Helmet Law	Eye Guards	Lights On 24 Hours
Alabama	Yes	Yes	No	No
Alaska	Yes	No 2,11	Yes 13	No
Arizona	Yes	No 2	Yes 3	No
Arkansas	Yes	Yes	Yes	Yes
California	Yes	Yes	No	Yes 8
Colorado	Yes	No	Yes	No
Connecticut	Yes	No 2,10	Yes 3	No 12
Delaware	Yes	No 5,4,1,10	Yes	No 12
Florida	Yes	Yes	Yes	Yes
Georgia	Yes	Yes	Yes 3	Yes
Hawaii	Yes	No 2,4	Yes 3	No
Idaho	No	No 2	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes	No 2,10	No 2,10	Yes
Iowa	Yes	No	No	Yes 6
Kansas	Yes	No 2	Yes 3	Yes 8
Kentucky	Yes	Yes	Yes	No
Louisiana	Yes	Yes	Yes 3	No
Maine	Yes	No 14	No	Yes
Maryland	Yes	Yes	Yes 3	No
Massachusetts	Yes	Yes	Yes 3	No
Michigan	Yes	Yes	Yes 7,3	No
Minnesota	Yes	No 2,10	Yes 3	Yes
Mississippi	Yes	Yes	No	No
Missouri	Yes	Yes	No	No
Montana	Yes	No 2	No	Yes
Nebraska	Yes	Yes	No	No
Nevada	Yes	Yes	Yes 3	No
New Hampshire	Yes	No 2	Yes	No
New Jersey	Yes	Yes 4	Yes 3	No
New Mexico	Yes	No 2,4	Yes	No
New York	Yes	Yes 4	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	Yes	No 2,4	No	No
Ohio	Yes	No 2	Yes 3	No
Oklahoma	Yes	No 2	Yes 3	No
Oregon	Yes	Yes	No	Yes
Pennsylvania	Yes	Yes	Yes	No
Rhode Island	Yes	No 9,11	Yes	No
South Carolina	Yes	No 9,4	No 9,3	Yes
South Dakota	Yes	No 2	Yes 3	No
Tennessee	Yes	Yes	Yes 3	Yes
Texas	Yes	Yes 4	No	No
Utah	Yes	No 2	No	No
Vermont	Yes	Yes 4	Yes 3	No
Virginia	Yes	Yes	Yes 3	No
Washington	Yes	Yes	Yes 3	Yes
West Virginia	Yes	Yes 4	Yes	Yes
Wisconsin	Yes	No 2, 10	Yes 13	Yes
Wyoming	Yes	No 1	No	Yes
District of Columbia	Yes	Yes	Yes	No
Alberta	Yes	Yes	No	Yes
British Columbia	Yes	Yes	No	Yes
Manitoba	Yes	Yes	No	Yes
New Brunswick	Yes	Yes	No	No
Newfoundland	Yes	Yes	Yes 13	Yes
Northwest Territories	Yes	Yes	No	Yes
Nova Scotia	Yes	Yes	No	Yes
Ontario	Yes	Yes	No	Yes
Prince Edward Island	Yes	Yes	No	Yes
Quebec	Yes	Yes	No	Yes
Saskatchewan	Yes	Yes	Yes 3	No
Yukon	Yes	Yes	No	No

1. Required under age 19. 2. Required under age 18. 3. Required unless equipped with windscreen. 4. Reflectorization required. 5. Must have in possession. 6. Required for 1977 or newer bikes. 7. Required at speeds over 35 mph. 8. Required for 1978 or newer bikes. 9. Required under age 21. 10. Required for instructional permit holders. 11. Required for passengers. 12. Required for 1980 or newer bikes. 13. Required unless windscreen is 15 inches above handlebars. 14. Required under age 15-1/2.

PASSIN' GAS

Rippin' Off Some Good Ones

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, Box 3000, Agoura Hills, CA 91376-3000.

President Clinton and Vice President Gore were jogging around the White House one sunny day when Clinton said, "Al, when I get back inside, I'm gonna rip Hillary's panties right off!"

"Jeez, Bill," said Gore, "I didn't know jogging turned you on so much."

"It doesn't," said Clinton. "It's just that they're starting to ride up on me."

Jami
Ellwood City, Pa.

What's the difference between a hardbelly and a pair of eyeglasses?

The hardbelly slides a little farther down your nose.

Jim Boogie
Golden, B.C.

"Sister Bernadette, aren't you putting on a little weight?" inquired Father Flanagan during his visit to the convent, suspiciously eyeing her bulging stomach.

"Why, no, Father," answered the nun demurely, "it's just a little gas."

A few months later, Father Flanagan put the same question to the nun, noticing that her habit now barely fit across her belly.

"Oh, just a bit of gas," said Sister Bernadette, blushing a bit.

On his next visit, Father Flanagan was walking down the corridor when he passed Sister Bernadette wheeling a baby carriage. Looking in, the priest observed, "Cute little fart."

Hank the Cat
Bulldozing

"Her lips go the wrong way and she has a mustache, but I like it."

"Phyllis, have you seen my penis pump?"

The young prospect strutted into the local hangout one night and boasted, "Hey, guys, my ol' lady is pregnant!"

Asked one of the bros, "Yeah? Who do ya suspect?"

Glasscutter
At the Window

What do a Honda and sex with a hooker have in common?

They both last about the same amount of time.

Fast Eddie
Scent Cit

"There's somethin' freaky about that chick . . . the only part she ever eats is the asshole."

Definition of *optimism*: Miraculous Mutha buyin' six cases of Slim-Fast and a string bikini.

Risky
Takin' Chances

Isobel went up to her ol' man and said, "Beast, I know you and my mom didn't get along, but she's now dead and gone. What kind of tombstone do you think we should get her?"

Beast grimaced. "A fuckin' heavy one," he said.

Haystack
Needlin'

When the quitting-time whistle blew, Rags said he didn't have time to hang around and shoot some pool with the guys. Hadda get home right away, he said.

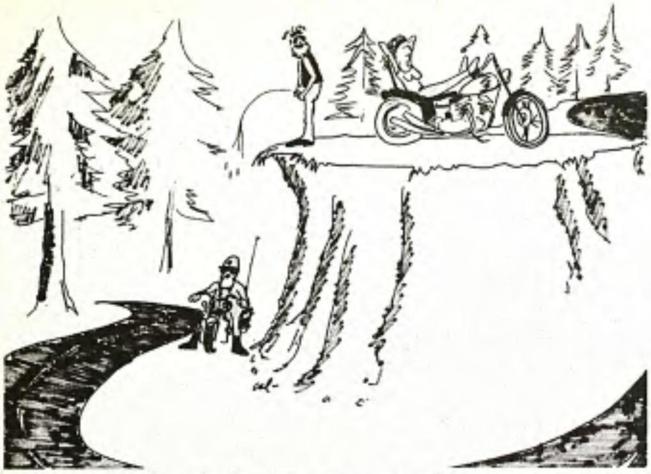
"What's the big fuckin' occasion?" asked his best buddy.

"Promised the ol' lady I'd take her out for a steak dinner to celebrate our anniversary tonight," Rags said.

"Yeah? How many years has it been?" asked his bro.

"Ten," said Rags. "Thirteen, if ya count the windchill factor."

Goodnight Gracie
Locked Out



"What a putt, babe—400 miles and not one ticket or hassle from the cops!"

"What's takin' ya so long?" Jake's ol' lady complained as they were flailin' away between the sheets.

"Sorry, bitch," grunted Jake, "but I just can't think of anyone."

Joe E.
Boxwood, USA

Whaddaya get when ya cross Rush Limbaugh with an intelligent French chick?

RU-486.

Dave's
Not Here

Two convicted women were being taken from the courthouse to the federal pen. Sitting in the transport wagon, one asked the other, "Whattaya in for?"

"Dirty fingernails," she said. "They found pieces of my ol' man under them."

Dago
Farfrumhere

A receptionist at the law firm of Dewey, Cheatham, and Howe answered the phone the morning after the firm's senior partner had unexpectedly passed away.

"Is the attorney Mr. Dewey available?" asked the caller.

"I'm very sorry," answered the receptionist, "but Mr. Dewey passed away last night."

After a moment, the caller repeated, "May I speak to Mr. Dewey, please?"

The receptionist was perplexed. "Perhaps you didn't understand me, sir," she said. "Mr. Dewey died suddenly last night."

A few more seconds passed, and the caller repeated yet again, "I'd like to talk to Mr. Dewey, if you don't mind."

"Sir, do you not understand what I'm saying? Mr. Dewey is dead!"

"I understand perfectly," said the caller. "I just love to hear you say it."

Buzz
Circling Overhead

One night, an angel from Heaven walked into a bar and approached three men sitting on barstools. To the first guy, the angel said, "If you believe in me enough to give me $20, I can promise you everlasting life."

"I'm an atheist and don't believe in angels," the first cat said, getting up to leave.

The angel made the same offer to the second dude, who scratched his head and said, "Well, I'm an agnostic, and I'm not sure if I believe in you or not, but here's 20 bucks, just in case."

The angel then walked up to the third man, who said, "I'm Jim Bakker, and I heard your offer. I don't care whether you're an angel or not—just show me the trick with the agnostic and I'll give you $50."

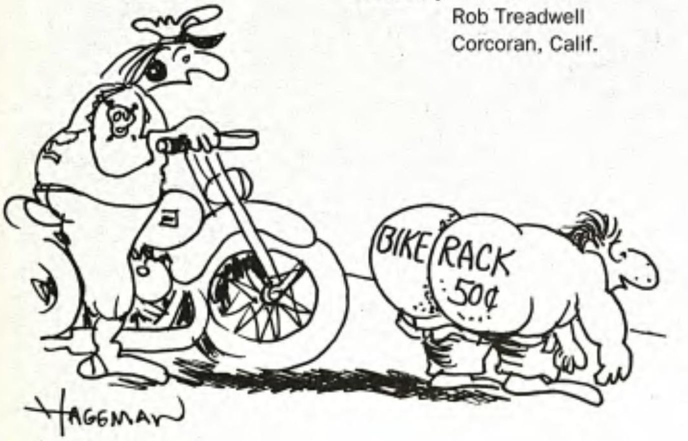
Norman
Bates Motel

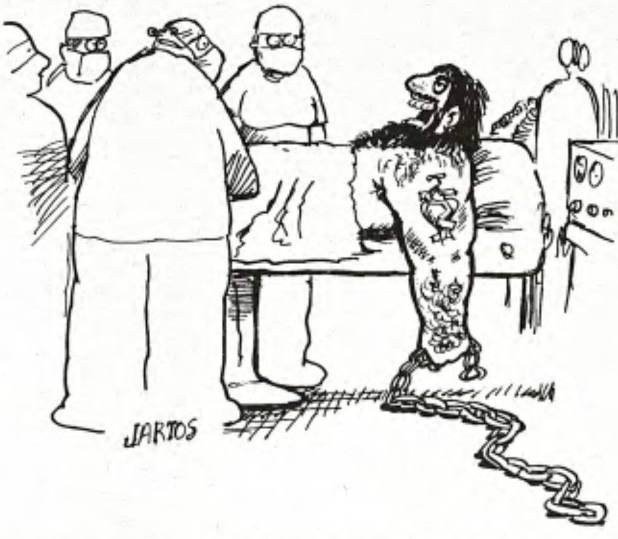
"I think I've discovered something—suck on this."

Whaddaya get when ya cross an Oriental tourist with a pit bull?

Ya get yer picture taken, whether ya like it or not.

Rob Treadwell
Corcoran, Calif.





"Before I go under, I want to wish you good luck with this operation, doc."

NEWS

BROS CLUB

NEW NATIONAL DIRECTOR AND OUR FIRST CLUB CHAPTER

Easyriders Welcomes Our New National Director, Al Gelfand. Take It Away, Al . . .

The big news this month is that we just signed up our first Bros Club Chapter. Some riders from Lake Elsinore, California, (about 85 miles south of Los Angeles) decided to band together and create their own bike club revolving around Bros Club activities. I recently had the honor of meeting David Sanders and his brothers and sisters at the *Easyriders* offices and presented them with a banner signifying that they are our first official chapter.

David and his lady Vickie told me that they got together with their friends Richard and Diane Gomez to create a cabinet for the club. It started out with the members of the now defunct, Tri-Valley Bros. David says, "We are not elected officials. We appointed ourselves to get the club rolling." The group doesn't like words like "president" and "vice president, because they aren't into cliques. They use a one-term, rotating committee in which one couple is in charge of runs, meetings, and the like. Then another couple takes over for the next term, etc.

In order to become a member of the chapter, you must participate in two club runs and one club meeting. You also need to be "sponsored" into the club by a member, mainly because the club doesn't want folks out there misrepresenting them. I can dig that.

The Tri-Valley Bros Club meets at Dos Gringos restaurant in Temecula the second Wednesday of every month. Dos Gringos ropes off a special section of the parking lot for scooter-only parking when the bros meet. The chapter has one run a month on a weekend and one run a month during the week. That way, folks who have to work on the weekends can still enjoy a putt with their friends.

The oldest member of the chapter is 62, and the youngest is 30. The club is a very family-oriented group. After rappin' with the club members, I know they will be a great asset to the Bros Club. Our first chapter has 46 members and is growing strong. Right on, bros, welcome.

You know, all this kind of sets me to day-dreaming. Imagine this sorta thing growing. I can see the headlines

I envision thousands of Bros Club Chapters across the land

now—*Bros Club Announces Its 50th Chapter In California*. Imagine each chapter with a minimum of 100 members, and all 5,000 members showing up at The Rock Store here in Southern California, at the same time, for a Sunday breakfast. Yeah, that's the ticket. Imagine all 5,000 scoots parked every which way, blocking traffic, and bros yuckin' it up as we all sit down for some bacon and eggs. Don't worry Ed and Vern, I'm just day-dreamin', but you never know, give us time and it could happen. What about the whole country? Wow, 50 times 5,000 . . .

Let me close by saying that I am mighty proud to be the new National Director of the Bros Club. I've been involved with numerous motorcycle clubs and services, all offering various perks, but I've never seen a club offer what Bros Club provides. The Emergency Road Service alone is worth the price of admission (a mere $29.95). One breakdown can run you more than that.

So why don't you get together and make my dream a reality. I envision thousands of Bros Club Chapters across the land, dedicated to fun. Oh, and I promise ya Ed and Vern, we won't converge on you all at once.

—Al Gelfand

Photo: Kim Peterson

Biker's Bulletin Board

If you would like your business included in the "Biker's Bulletin Board," seen by more than 2,500,000 readers every month, call (818) 889-8740.

HARLEY PARTS

ANTIQUE PARTS: Antique Cycle Supply, Rt. 1, Cedar Springs, MI 49319, (616) 636-8200. International source of restoration parts. Catalog, $5.

GASKETS: Jan's Cycle Gaskets, for Harley-Davidson's. Available in kits or individually. Made in USA. Call or write for the distributor near you. Box 5790, Somerset, NJ 08875-5790, (908) 613-4494, FAX (908) 613-4593.

HANDLEBARS: CUSTOM BENT BARS/Apes/Drags/Cruisers/American Steel—American-made. 20 years experience. Over 30 popular styles at $39 or less. Send $1 cash for brochure. Satisfaction guaranteed. California Designs, 1330 South St., #4, Long Beach, CA 90805.

HEADS: Hog Heads, free info and discount price sheet for valve jobs and cylinder boring. Call (209) 533-0290 or (800) 553-8992 (outside CA) or mail request to 20883 Lynn Ln., Sonora, CA 95370.

HEADS: VEE-TWIN CYCLE, 713 Diamond Lake Rd., Mundelein, IL 60060, (708) 566-4626. Port, flow heads, hardened seats, flow-bench testing. State of the art tooling, material. Let our drag racing experience work for you. Call for price list.

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SALVAGE: Throttle Masters, H-D motorcycle & servi-car salvage. Used, rebuilt, new, old stock parts from dismantled bikes & former dealer inventories. 3921 S. Archer, Chicago, IL 60632, (312) 247-6114.

VALVES: Classic Enterprises, "The Head Masters," unleaded-fuel valve seats. RR 1, Churchill, Ontario, CANADA, L0L 1K0, (705) 456-6622, FAX, (705) 456-0360, USA; Kaycee, Rt 22B, Buffalo, WY 82834.

WHEELS: CUSTOM WHEELS lacing & truing. Save $$ on spiral, diamond, spokes. Complete wheel assy's, chrome hub exchange & much more. UPS shipping. '93 catalog; $2 refundable. 975 West St., Attleboro, MA 02703. Orders: (800) 544-6770, Fax/Foreign: (508) 222-4981. Dealer inq. invited.

MAIL ORDER/H-D PRODUCTS

COLLECTOR BANK: DAYTONA AMERICAN M/C BIKE SHOP/BIKE WEEK '93 on a diecast, '40 Ford panel trk, replica bank man. by J.L. ERTL Inc. Send $35 in the Cont. U.S. Case of 12; $300. Also Indian, Laconia, & other M/C related banks. For list send SASE to Gallagher Productions, 198 Ridge Rd., Shoemakersville, PA 19555.

COLLECTOR CARDS: H-D, Indian, Sturgis, Penthouse, Hustler, Olivia, Boris, Marvel, Disney, Elvis, Beatles are just a few. Complete line of supplies too! $2 gets catalog, samples & more. Coos Bay Trading Co.,Box 3129, Coos Bay, OR 97420-0401, (503) 756-CARD.

GIFT IDEAS: FREE 16 page color booklet. Choose from 40+ MC Xmas/all occasion cards with Harleys on them. Unique gift ideas, ornaments, wrapping paper, models, videos, lighters, H-D toys and more. Call or write LIKE IT IS, Box 8125, Garden City, NY 11530, (516) 741-8839.

HATS: HAT'S ON is offering top quality Western style Harley-Davidson hats. 6 different styles to choose from. Send now for your free color brochure. HAT's ON, Box 10, Akron, PA 17501. MADE IN USA.

JEWELRY: COONDICK NECKLACE—The latest in biker gear! Coondick comes with quality leather neck strap and care guide. Order you dick today; $8.50 + $1.50 S&H. Innovative Products, Box 51706, Bowling Green, KY 42102-6706.

LEATHERS: Sleepy Hollow Saddlebags, Inc. Free info and price list. 105 S. 2nd St., Chesterton, IN 46304, (219) 926-1071, (800)338-8625.

LEATHERS: LAREN LEATHERS, buy/sell, new/used biker duds—from head to toe (hats, jackets, vests, gloves, belts, pants, chaps, all kinds of boots, dusters, fatigues, police gear, etc.). Huge inventory! $2 for catalog to Box 33, Riner, VA 24149, (800) LARSEN-4. "Have Leather Will Travel".

MUSIC: "Biker Party King," "Pussy Licking Tommy," "Sally's Hairy Pussy," and 14 more nasty songs on two cassettes. Send $14.95 to Mack Banks, Box 17, West Point, MS 39773.

PARTS & ACCESSORIES: Free 200-page catalog, Harley parts & accessories. Call (216) 364-6519 or write to H & M Cycle Sales, Inc., Box 128, Dover, OH 44622. Unable to deliver to prisoners. Retail Only.

PARTS & ACCESSORIES: Tans Cycles Parts for H-D parts & accessories. Catalog; $5. Box 550(EB), North Beach, MD 20714, (410) 257-6619 or (301) 855-8337.

T-SHIRTS: Barnett Harley-Davidson/from $11.95 ea. ($9.95 ea. additional). Five colors, all designs in stock, shipped UPS/COD same day. 9501 Montana, El Paso, TX 77925, (915) 592-5804 or (800) 736-8173.

T-SHIRTS: Brooklyn H-D Sales Corp. Various front designs with our back logo; $17 ea., plus $2 S & H (U.S. funds only). 3449 Ft. Hamilton Parkway, Brooklyn, NY 11218, (718) 851-6666.

T-SHIRTS: Hacienda Harley-Davidson of Safford, AZ. First shirt; $15.75. Each additional shirt; $12.50. 100% heavy cotton, 5-color design. Credit card or pay in advance. Shipped UPS. XXX available. (800) Bike 4 U 2 or (602) 428-4700.

T-SHIRTS: PRISONERS OF WAR FREEDOM FOUNDATION; black P.O.W. T-shirts; $15 (short sleeve only), sizes M-XXL and "Jane Fonda, American Traitor — BITCH" patch; $7 ea. Box 26057, San Diego, CA 92196.

T-SHIRT: *Easyriders* Store, Coconut Grove, 2996 McFarlane Rd., Coconut grove, Miami, Florida, (305) 567-9299. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Daytona, 605 Main St., Daytona Beach, FL 32118, (904) 238-1645. Open year round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Fayetteville, 4424 Bragg Blvd., Fayetteville, NC 28303, (919) 864-8811. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Hollywood, 7450 Melrose, Los Angeles, CA 90064, (213) 658-8817. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Houston, 5803 Richmond, Houston, TX 77057, (713) 266-5400. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Laredo, 502 West Calton Rd., Laredo, TX 78041, (210) 723-9231. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Long Island, 201 Main Street, Port Jefferson, Long Island, NY 11777. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Memphis, 5124 Poplar Ave., Memphis TN, (901) 767-7433. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Naples, 1450 Airport Rd., Naples, FL 33962, (813) 262-8802. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, San Diego, 363 Fifth Ave., San Diego, CA 92101, (619) 234-6009. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Portland, 17999 S.W. Lower Boones Ferry Rd. Portland OR 97223, (503) 684-5499. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Scottsdale, 3748 No. Scottsdale Rd., Scottsdale, AZ 85253, (602) 947-4423. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: Donnelly's *Easyriders* U.S. 1, 90 Lafayette Road, North Hampton, NH 03862, (603) 964-8127. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRTS: J & J Specialties, Box 9, New London, OH 44851. Biker T's with back design and logo. Kids sizes, S-L; $11, adult sizes, M-XL; $15, XXL; $17. $2 shipping. For detailed flyers on T's & fine leathers send SASE.

VIDEOS: Daytona Bike week videos; 1992 or 1993, just $16.95 or take both for $30. Also available, 1993 Rider Rally, Knoxville, TN; $16.95. Add $4 S & H for each vido ordered. Send check/cash/M.O. to Event Videos, Box 18315, Knoxville, TN 37918 (TN res. add sales tax).

VIDEOS: MOTORCYCLE MEMORIES: Never seen footage of motorcycle action. 1954-67. From tours to drags, this film has it all. 60 min. VHS; $18 + $3.50 S&H payable to L.W. Thomas, Box 427-512, Tustin, CA 92681-0427, (714) 544-6318.

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MISCELLANEOUS

DEALERS WANTED: Fine Line Products, Inc., 2461 W. Center St., Milwaukee, WI 53206, Dept. P. 112 page, color catalog, H-D accessories/Genuine Bikerware. Call/write (414) 263-3000, FAX: (414) 263-2001. WHOLESALE ONLY!

HOME VIDEOS WANTED: 90th Reunion, BE A STAR! Send us your tapes of Harley's 90th Anniversary in Milwaukee to be used in proposed full length video. FREE video if we use your tape. We want BEER, BIKES & BOOBS! Badger State Trading, Box 306, Jackson, WI 53037, (414) 644-7278.

INFORMATION: BEAT TRAFFIC tickets and avoid being arrested. 26 years of police experience. Send $12.95 for booklet to M & W Publications, Box 100, Manifee, AR 72107.

USED HARLEYS WANTED: Hacienda Harley-Davidson, 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700, (800) BIKE 4 U 2, FAX: (602) 428-1988. Cash for used Harleys. We pick up nationwide, crate and ship used motorcycles overseas.

USED HARLEYS WANTED: We buy, export, sell used Harley-Davidsons. Top cash paid. Yarock Music & Motorcycles, 8149 N.W. 103rd St., Hialeah Gardens, FL 33016. We ship worldwide. Phone: (305) 558-3345, Fax: (305) 558-0791.

USED HARLEYS WANTED: Barnett Harley-Davidson, 9501 Montana, El Paso, TX 79925, (800) 736-8173 or FAX: (915) 591-8889. Cash for used H-D's. We pick up nationwide, crate & ship overseas. We trade for anything.

SPECIAL/CUSTOM SERVICES

CASE REPAIR: Hacksaw's complete machine shop, Heli-Arc welding, custom fabrication, parts & accessories, ground-ups. Your one stop shop. 717 S. Auburn St., Grass Valley, CA 95945. For more details call (800) HACKSAW (422-5729) in the U.S. or (916) 274-7636 outside the U.S.

CHROME PLATING: Watson's Chrome Plating Service. Free price list. Self addressed stamped envelope to Watson's 2900 E. Broadway, Alton, IL 62002.

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END CORROSION & RUST: GOLDENROD air dryer protects your stored scoot. 10 year warranty. From $35. BUENGER ENTERPRISES, Dept. ER, 3600 S. Harbor Blvd., Oxnard, CA 93035 or call (800) 451-6797.

THE WRENCH: H-D specialist; over 20 years experience; cylinder & head exchange, unleaded coversion & more. Parts & service catalog; $5, refundable with 1st order. Daily UPS; VISA, MC & Discover. 1321 S. 10th St., Mt. Vernon, IL 62864, (618) 242-0224.

TRANSPORTATION: D & D Motorcycle Services, crating and shipping from California to anywhere in the world! Monthly storage available. Call (310) 530-5634 for more information.

HALL O' FAME

For Brothers And Sisters Who Stand Out In A Crowd

Robert J. Patterson

Elkton, Maryland

Illustration: Jon Towle

Robert is a disabled Vietnam combat vet who works as a maintenance mechanic at Perry Point V.A. Hospital in Perry Point, Maryland. When he's not at his job, Bob spends his waking hours spearheading the campaign he launched to have the U.S. Postal Service issue a perpetual (not a one-time commemorative) stamp honoring *all* who fought for our country and never returned.

The proposed stamp would feature the POW/MIA design—a silhouette of a bowed soldier with a watch tower in the background—and below it the words, "You Are Not Forgotten."

"If I wasn't doing this, I'd spend more time on my bikes," Robert said. "But I feel this is a worthwhile project." Bob encourages bros and sisters to send their petitions directly to the Citizens Stamp Advisory Committee in Washington, D.C. to expedite the cause. Forms are available through Robert Patterson, P.O. Box 233, Perry Point, MD 21902. —Dogger

Roy Miller

Merrillville, Indiana

Photo: courtesy of MDA

Roy Miller has one of the 40 neuromuscular diseases covered by the Muscular Dystrophy Association (MDA). The 39-year old bro has no muscular function below his waist and uses a pair of crutches to get around each day as a computer coordinator for a local hospital. During his spare time, he likes to saddle up his scoot and blast down the blacktop.

In the early '80s, when he began making modifications to a '48 pan—scootin' the bars forward, swappin' the kickstart for an electric, throwin' on a special tranny, and so on—bros started donating parts and money. Other major contributions came from the Vietnam Motorcycle Riders Association, H-D dealers, and the H-D factory. Roy's makin' the most of the hand life dealt him. He was acknowledged this year when he received the MDA's Personal Achievement Award for the state of Indiana.

—Clay Dogger

Shack O' Shame

Assemblyman Lou Toomin

Clark County, Nevada

Illustration: Jon Towle

After pledging his undying support for our right to ride free, Nevada Assemblyman Lou "It's-okay-for-me-but-not-for-you" Toomin made an abrupt turn around on the helmet law bill and pulled the same stunt on Nevada's gun owners—who argue Toomin allegedly carries a concealed weapon himself.

Adding insult to injury, Toomin opposed a police officer's bill of rights that dealt with unfair hiring and firing practices of Nevada police departments. But the final blow came when Toomin sponsored legislation aimed at condemning a swimming pool at a Catholic children's home. No doubt Toomin, who owns his own pool building business, hated killing a job that could have benefitted a competitor.

Toomin did show his true colors, however, when he voted to legalize sodomy. He not only voted to screw bikers, cops, gun owners, and kids, but he voted for a law that makes it legal! —Justin Tyme

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NCOM

THE DETAILED DEUCE

What To Do—
With That
Stock Looking
Regulator

I never liked the look of stock, finned, solid state regulators, so a few years ago I started reshaping and polishing them. They're on every model from the 1970s bikes to the new Softails, FXRs, Dyna Glides, and Sportsters (photo 1). Well, with some common tools—a Mikita 4-inch disc grinder, sandpaper, a buffing wheel, and a little patience—you can dress up that regulator in no time.

First, disconnect the wires and remove the regulator from the bike. Clamp it securely into a sturdy bench vise and, with the 40- or 60-grit pearl disc, carefully begin shaping (photo 2). I start at the corners. It's important for the finished look to keep the sides and corners as equal and symmetric as possible. Take your time (this is where the patience comes in). Slowly work each corner, grinding from right to left, back and forth, arching toward the center (photo 3).

After grinding the front and top half to the desired shape, turn the regulator

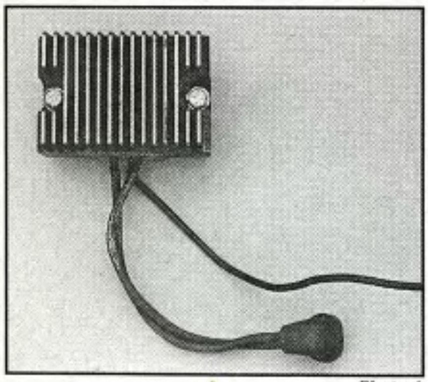


Photo 1

around in the vise and start again. Based on the position of the regulator, you can vary the shape to fit the design of the bike. This unit was altered to fit Renegade's Dyna Glide (photo 4).

When grinding on the wire side, I strongly suggest wrapping a generous

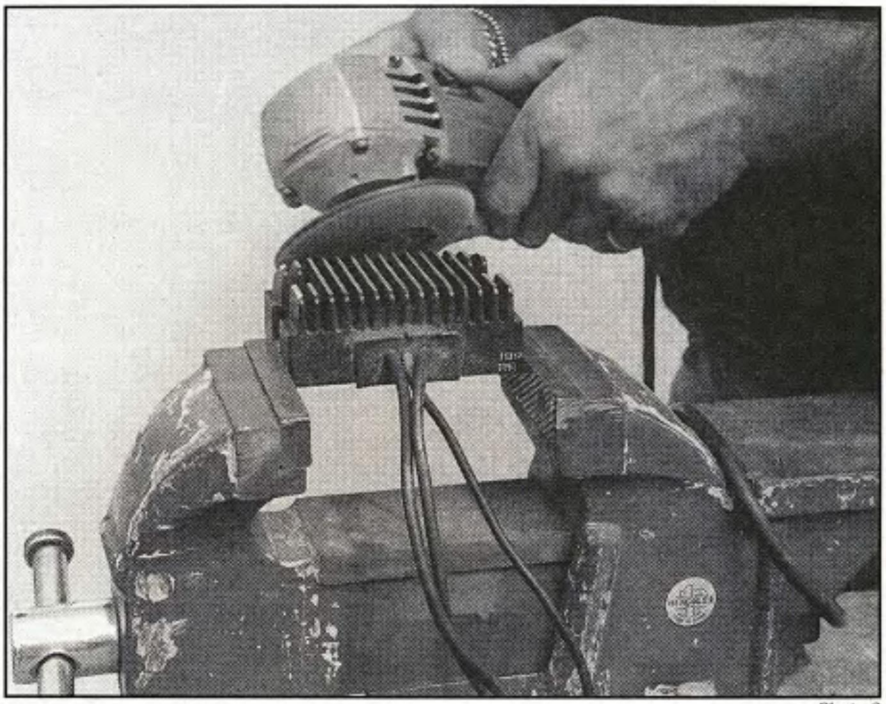


Photo 2

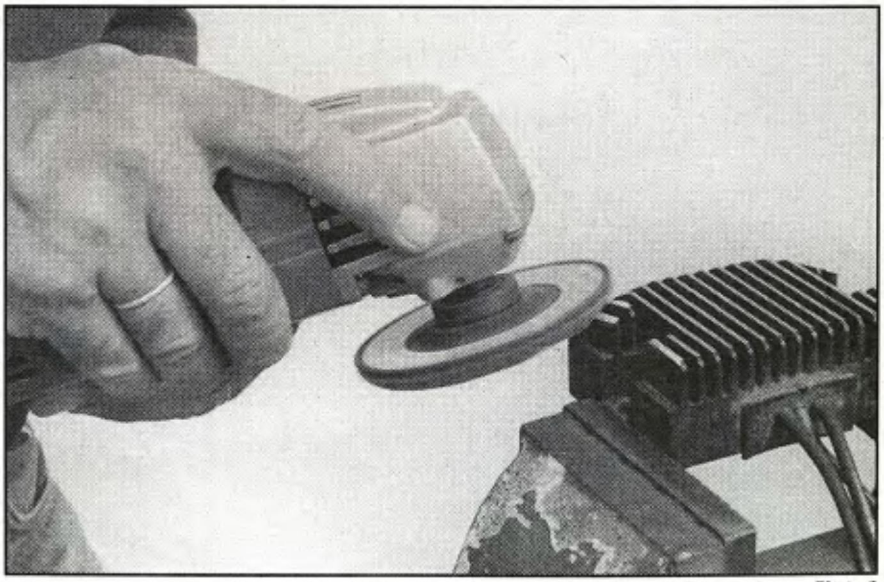


Photo 3

amount of duct or masking tape around the wires where they exit the regulator. This ensures that you don't cut or grind through the wires.

After grinding and shaping with the coarse grit discs, carefully finish with a finer disc (100 or 120). While working with the medium-grit disc, remove any casting ridges and paint on the sides.

Now to the hand sanding. Starting with 240 or 320 wet/dry, remove all the coarse grinding scratches. Then change to finer-grit wet/dry 400 or 600, keeping the paper and the

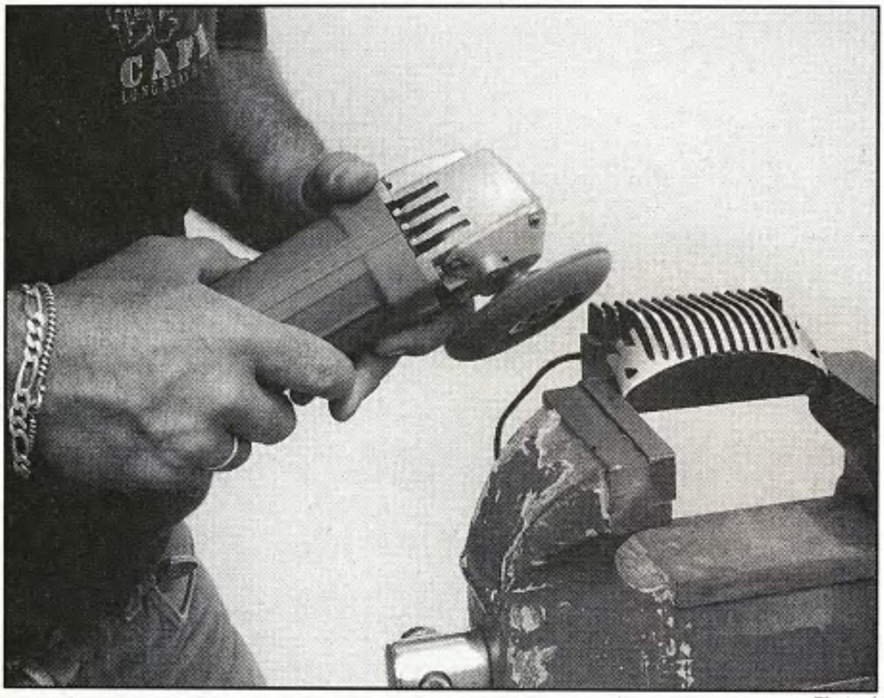


Photo 4

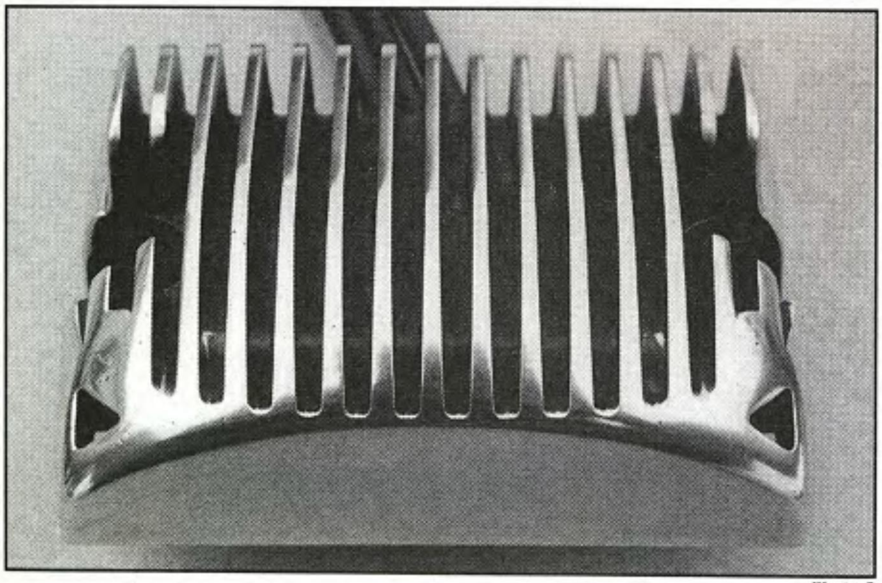


Photo 5

surface wet while sanding.

When all the scratches have been sanded smooth, put it on the polisher. Using a polishing wheel on a bench grinder and aluminum polishing compound, start buffing. Try not to get the regulator too hot (photo 5).

P.S. You may want to start with a new regulator to ensure that you will get the longest use out of all your efforts.

—Waggie

—Tech Tip courtesy of Jim Waggaman and Mike Maldonado of Air Stream Studios, (619) 931-5931.

Modifying An FXR, Dyna, Or XL Cast Aluminum Rear Brake

First, study the lever on the bike to determine how it's positioned. Decide on the new look and lines of the arm and size of the pedal (photo 1).

Remove the lever from the bike. Wrap it in a soft, thick rag or put it between some thick cardboard and place it in a sturdy table vise. Using the raised cast tread lines on the top of the pedal as a guide, cut the pedal with a hacksaw. Cut this at an angle, away from the top. You can rough cut or bevel a chamfer (photo 2).

Using a 4-inch Makita (or similar) disc grinder with a 40- or 60-grit pearl disc wheel, carefully begin to clean up and smooth the rough edge (photo 3).

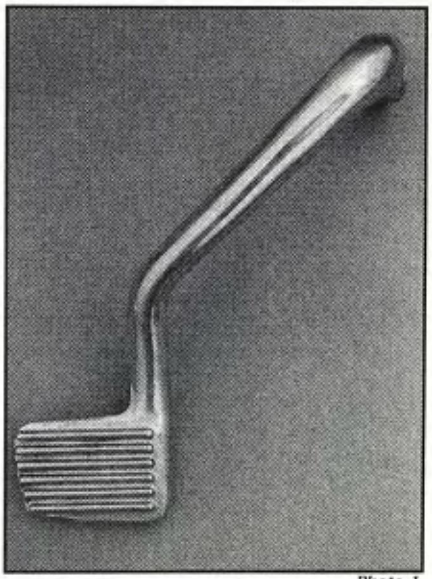


Photo 1

Grind off the casting ridges and begin to reshape and contour the edges. When you've got the shape you want, change your disc to a finer grit (80 or 100). Do your final shaping and clean up.

Use a table sander (photo 4) to get a flatter, more consistent surface on the

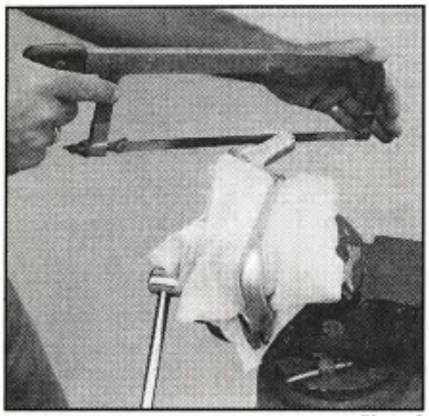


Photo 2

Photo 3

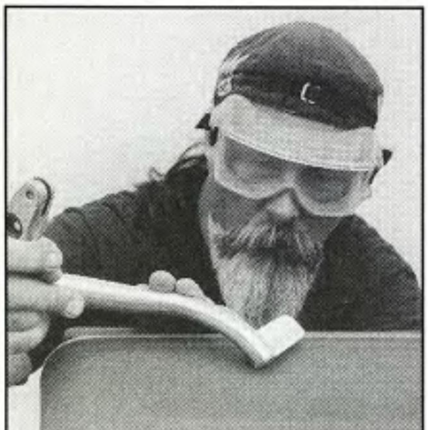


Photo 4

top and sides. I chose to reshape the lever arm, chamfering and beveling the sides and flat top surface. This changed the entire look of the factory lever.

When you're finished grinding and surfacing, you're ready for fine-sanding and polishing—first sanding with 240 then 320 wet/dry sandpaper. Keeping the paper wet will make it easier. Use a sanding block on the flat surfaces. As the deep grinding scratches are removed, change to a finer paper (400 or 600). Sand out *all* the coarse sanding scratches. The more time you spend sanding, the smoother the final polishing will look.

The more time you spend sanding, the smoother the final polishing will look

You are now ready to polish, or you may choose to have it chromed for that ultra-high-lustre finish (photo 5).

—Jim Waggaman

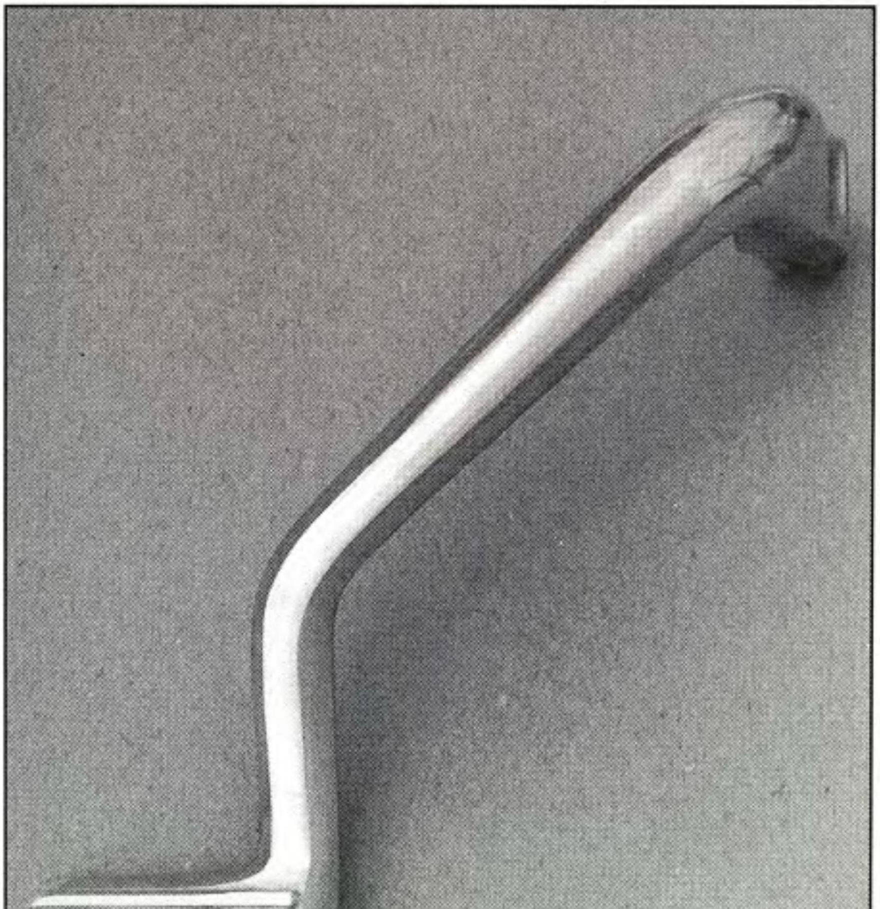
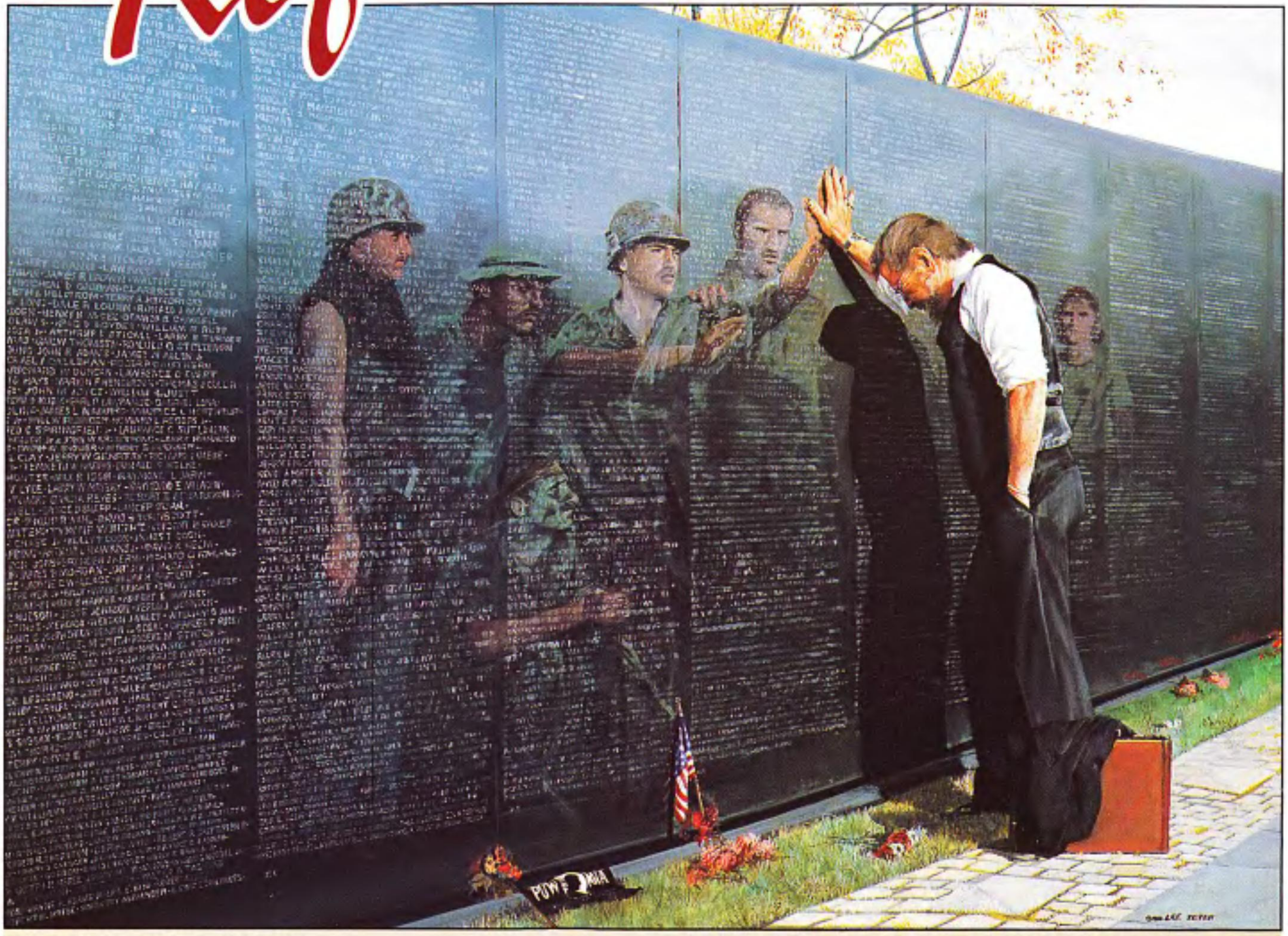


Photo 5

Photos: Clark Crouse

Reflections by Lee Teter



DEALER INQUIRIES WELCOME

Copyright © 1988 BY CHAPTER 172 VIETNAM VETERANS OF AMERICA

The Vietnam Veterans of America present the inspirational art print "Reflections" by Lee Teter which gives visual definition to the purpose and meaning that "The Wall" has for Americans – not just a list of faceless names, but a place to visit and remember people we love, who fought for each other and America.

This Open Edition art print with an image size of 26" x 19", is printed in permanent inks on collector quality, acid-free paper to give lasting, vivid color.

All proceeds benefit the Vietnam Veterans of America. The cost for each art print is $50.00 plus $3.25 shipping and handling. VISA and MasterCard are accepted. Complete the response card below and enclose check or money order.

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FOXY RIDER

Denise, Sydney, Australia

1971 Triumph Bonneville

Denise started with another brand of bike, one she began fixing herself until the multi-carbed wonder had her bushed. Then she met Kiwi. Denise asked him to help sort out her ride, but he wasn't interested in that. Instead, he offered up a Trumpy he had for sale. She bought it.

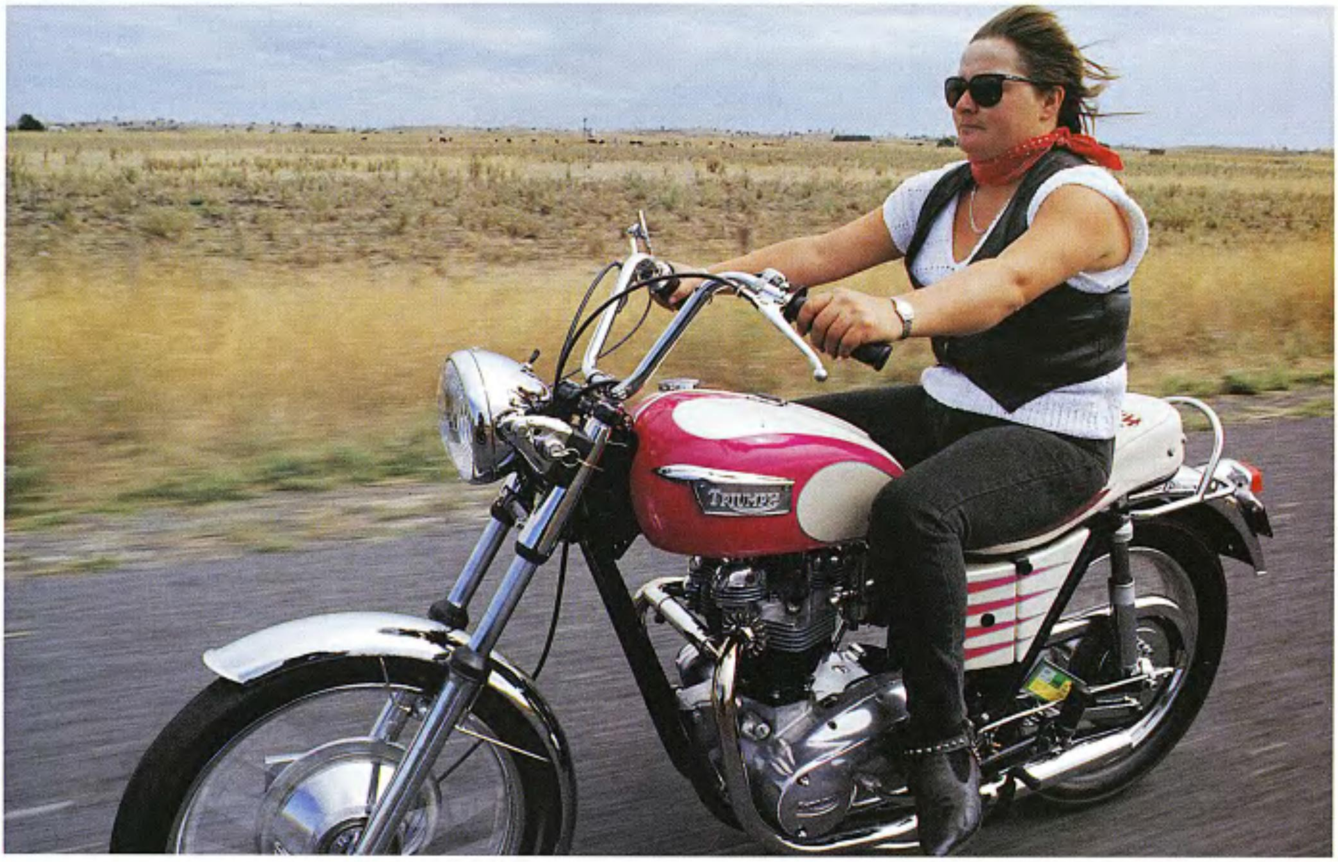
"It was a wreck," says Denise. "It had bits of wire holding up the covers and mismatched pipes. It was rusty, bent, and the motor was ruined." But she didn't complain. Being an independent gal, she got to work instead. She rebuilt her ride from the ground up and did most of the hard work herself.

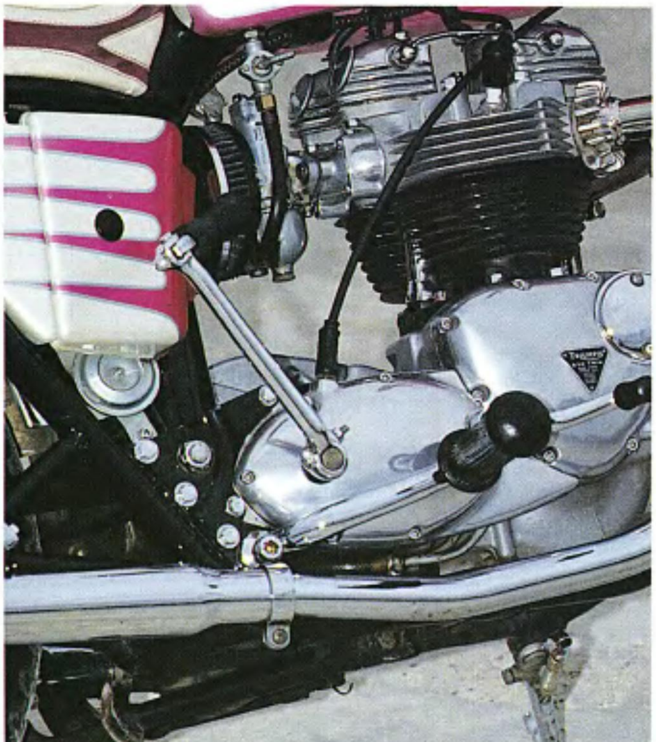
When she was finished, her bike was a bit of a rat, but it was registered—and roadworthy. Then she collided with a dog. Necessity became the mother of invention as Denise got her Trump in tiptop shape. After new forks, rechroming, and a touch of panel beating, she had Kiwi lower the frame and repaint it. Denise handled the rest: sidecovers were modified, the seat was cut down and custom designed, and the leads from the coils were routed through the frame. Now Denise and her Trump are back on the road in style.

"The first time I rode it, I loved it," she says. It's a really nice ride. Others agree, too, because in between the miles, Denise and her Triumph have won Best British accolades at several bike shows.

—Loose Bruce

General	**Forks**	
Fabrication by: owner, Kiwi	Type: telescopic	
Year and make: 1971 Triumph	Builder: Triumph	
Model: T120	Special features: none	
Chroming: Blue Chrome	**Accessories**	
Engine	Bars: semi-Western	
Year/model: '65 bottom/'68 top Trump	Lights: '79 Triumph	
Rebuilder: owner	Gas tank: stock	
Displacement: 650cc	Oil tank: in the frame	
Transmission	Seat: custom, lowered	
Shifting: 4-speed, shifts on right	Other: '71 front/'79 rear fenders	
Trans sprocket: 22-tooth	**Wheels**	
Wheel sprocket: 47-tooth	**Front**	**Rear**
Finish	Size: 19-inch	Size: 18-inch
Color: pearl white, magenta, silver pin	Tire: Avon	Tire: Michelin
Type: Dulux 2-pack	Brake: drum	Brake: drum
Special paint: specially mixed magenta	**Special modifications:** coil leads through	
Frame	frame, breather in rocker box, custom	
Year/builder: '71 Trump, Howard M/C	rear side covers, modified front side	
Type: oil-in-frame Bonnie	covers, oil return pipe in frame.	
Alterations: lowered	**Photos:** Loose Bruce	





Parts Box *Tell 'em Snake sent ya!*

H-D Ingots

I wouldn't mind finding a collection of H-D ingots under the tree this Christmas. These puppies are made by the Brookfield Collectors Guild, under license from the Harley-Davidson Motor Company. They're official, and each collection of milestone H-Ds is double die-struck into solid bronze and .999 fine silver ingots. The series of 24 ingots dates from 1903 to 1960, and Harley artist Paul Smith designed and illustrated each ingot matrix. For all the straight skinny on my Christmas present, see your dealer or write Brookfield Collectors Guild, Dept. ER, 16312 West Glendale Dr., New Berlin, WI 53151, or call (414) 782-2550.

H-D of Camden County T's

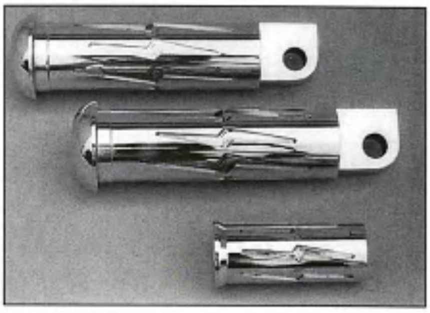
Here's a new T-shirt design from Philadelphia's closest Harley dealer. It features the liberty bell and Harley-Davidson's famous bar and shield logo. For the real trip on the famous sweat or T, contact H-D of Camden County, 100 Black Horse Pike, West Collingswood Hts., NJ 08059, (609) 456-4141.

Montana Biker Knife

The Montana knife has a 4-inch blade, with an overall length of 8.5 inches, and is made from D-2 high-speed tool steel, hardened to Rockwell 58-60. Only imported, high-quality hardwood is used for the handles with a silver bolster. They're shipped with a custom fitted sheath in either natural or black. For the sharp scoop on these knives, drop a Christmas card to Montana Knives, Dept. ER, 710 3rd Ave. E., Columbia Falls, MT 59912, or call (406) 892-1678.

Drag Barstool

Drag Specialties doesn't create just stock products. They now build barstools with FXR seats on them. If you check out the desk tech in this issue, you'll probably ask yourself the same question the rest of the staff asked Bandit, "So, you built this wild desk, whatta the chairs gonna look like?" They look like this, but since Bandit has to modify everything, he chopped 'em. But for a barstool, they're cool, strong, and carry a regular Corbin solo FXR seat. For more info call (800) 222-3400 for the dealer near you.

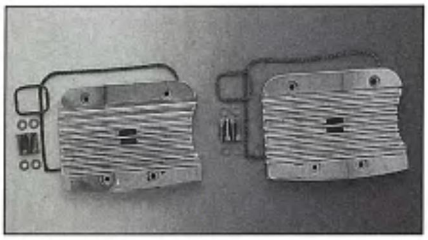


Lightening Bolts

By the time Ron Simms gets through with this line of hot-looking, lightening bolt-etched, CNC billet aluminum products, he will be the king of the lightening rod. These pegs and shifter peg are a taste of the complete line of billet machined products from the men at Bay Area Custom Cycles. For the straight scoop on the pegs or Ron's catalog, call (510) 537-3338.

Softail Frame

Sumax offers a wide assortment of Softail-styled frames to accept a variety of motor/transmission combinations. You can run a pan, shovel, or Evolution motor with either a four- or five-speed solid mount transmission. With these options, you can create to your heart's content. They will also modify the frame to fit your specifications. For four bucks Kirk will send you a catalog. Write: Sumax, Dept. ER, 337 Clear Rd., Oriskany, NY 13424, (315) 768-1058.



Finned Evo Covers

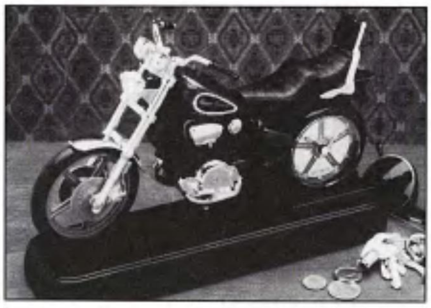
Milwaukee Iron has worked hard to develop competitively priced finned rocker box covers for Evos. We're going to slap a set on Renegade's Dyna to see how they look. Randy Simpson and his crew are fabricating some of the most innovative new products on the market. For info on the rocker boxes (which come with gaskets and hardware) or his new products brochure, write: Milwaukee Iron, 3,000 Lennox Ave., Lynchburg, VA 24501, or call (804) 845-7688.

Danny Gray Seats For CCI

These limited-edition, Danny Gray signature series seats are now available for FXRs and Softails. Personally stitched by Danny Gray, a renowned seatmaker with 20 years of experience, each seat features leather seating areas, a carpeted ABS seat pan, and an injection molded foam cushion. They're designed to fit all FXR models from 1982 to the present and all Softails from 1984 to the present. Call (800) 729-3332 for the name of a dealer near you.

Drag Fundraiser

Here's an interesting concept. A group of friends are starting a Harley drag racing team called Thunder & Chrome. Because they're having a tough time attracting sponsors, their plan is to raise funds by selling T-shirts. They're $15 plus $2 shipping and handling. Send your donation to Thunder & Chrome Dept. ER, 7150 Indian Creek Dr. #305, Miami Beach, FL, 33140.



Rollin' Alarm Clock

And for the last holiday suggestion, here's a two-wheeled alarm clock. The roaring sounds of a biker voice yelling, "Let's go. Let's go!" and a lighted headlamp flashing will wake you up at any pre-set time. Just press the seat to shut the damn thing off. I'd need a case of 'em, 'cause on some mornings, when he'd yell, "Let's go," I'd crush the sonuvabitch. For more info call (316) 283-1428. Have a terrific holiday.

—Snake

TAKE A RIDE DOWN COLLECTOR'S ALLEY

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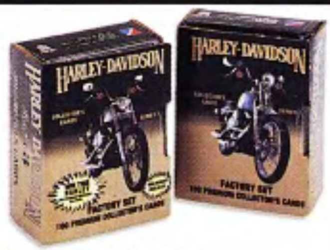

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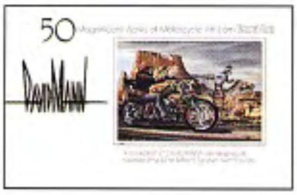

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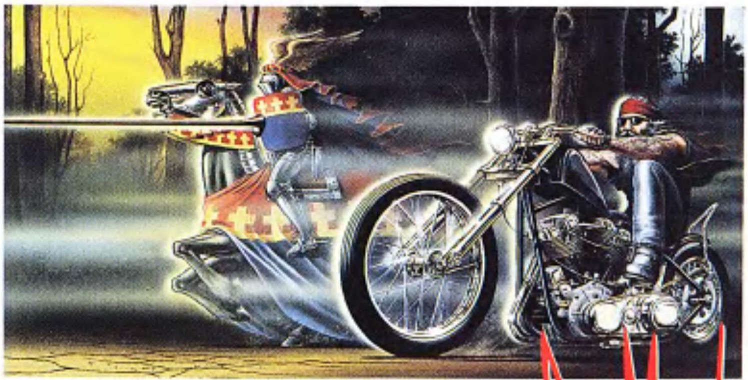
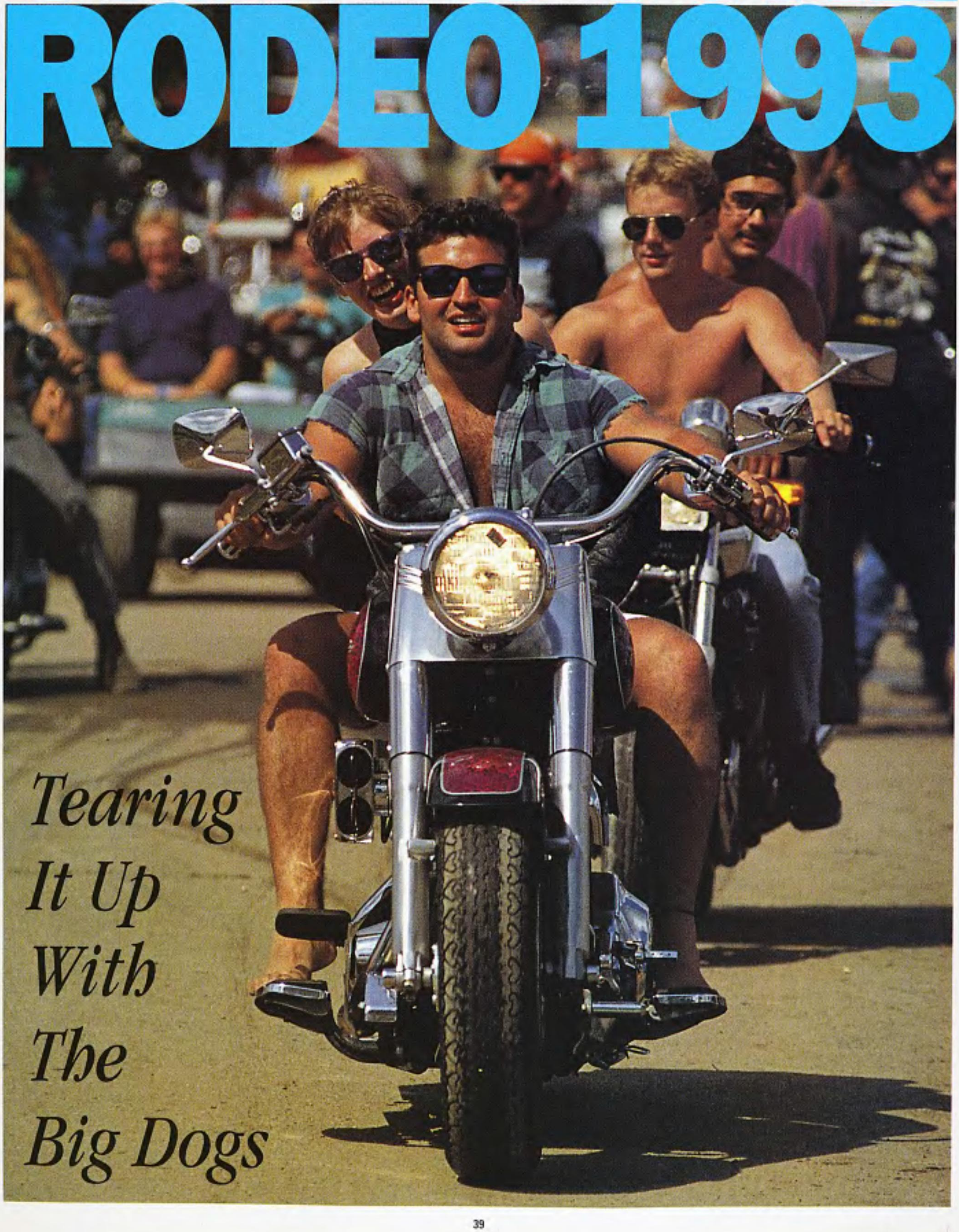


50 masterpieces hand-picked by artist, David Mann, commemorating 25 years of biker folklore from the archives of *Easyriders* magazine

DAVIDMANN

CHILLICOTHE RODEO 1993



Tearing It Up With The Big Dogs

From the beginning, the *Easyriders* Rodeo at Chillicothe, Ohio, has been a righteous hit, and the 1993 Rodeo turned out to be the largest of the entire circuit. This was the Rodeo's fifth time in Chillicothe, with everyone anticipating its arrival. With all the motels in town sold out well in advance, and the addition of 65 acres of camping area, the excitement level for this one was extremely high early on.

Rain was on the agenda for Friday, but it turned out to be a blessing in disguise, bringing in a cool front that lasted the rest of Labor Day Weekend and keeping temperatures around 75 degrees during the clear, sunshiny days. This made for perfect Rodeo weather.

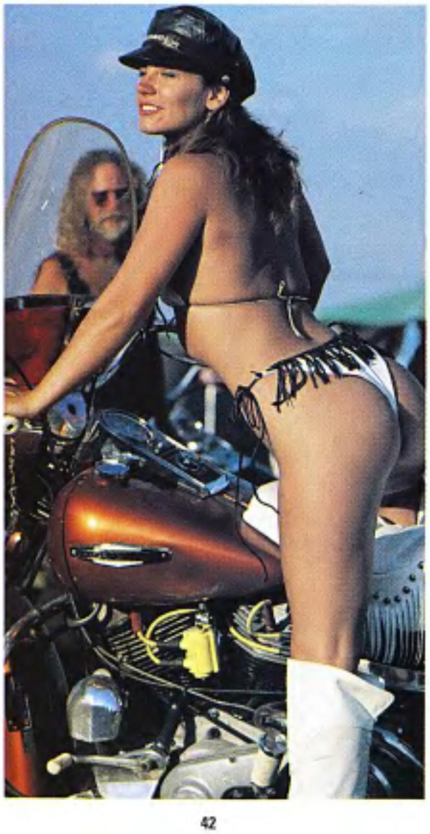
The town of Chillicothe gets more and more excited about the Rodeo each year. Even the town's →

TATTOO
Easyriders
M.C. auto

new sheriff, William Knott, got into the spirit. He respects the freedom that bikers represent and enjoy and made sure that his 18 deputies followed his laid-back lead. The local shop owners had nothing but positive comments about the weekend.

One of those merchants proved to be a favorite attraction in the grub department. Litter Distributors dished out some choice steaks, grilled on-the-spot. They were being scarfed down almost as fast as the beer being sold by the Independent Bikers Association, a local club in the Chillicothe area.

As usual, the local ABATE, whom *Easyriders* employs for security, did a righteous job. This has been par for the course not only with the Ohio group, but with all the ABATE groups involved with security at the



various Rodeos across America.

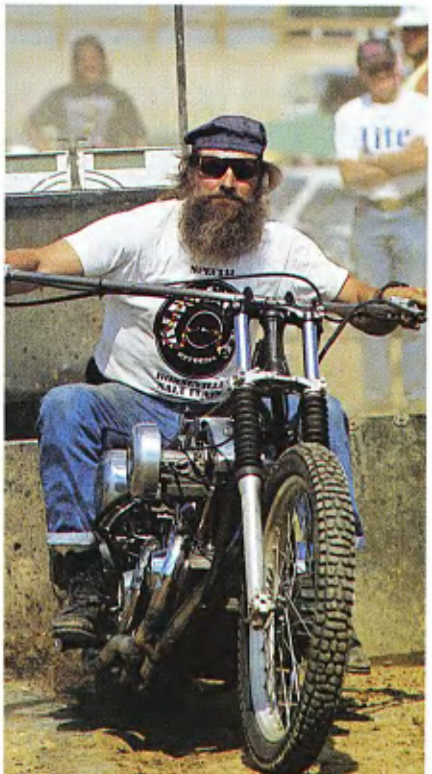
This year the Rodeo also had a fully operational bike shop set up on the grounds by Bullfrog H-D of Chillicothe. They not only provided parts, but were also on hand to service and repair both the spectators' and competitors' rides.

Easyriders Event Directors Al Sherman and Cathy Chaffin want to add a special thanks (and a big ol' chunk of raisin pie) to Bullfrog Harley-Davidson for providing ATVs to assist security in getting around the huge, 300-acre park.

Robert Tabor was the local shining star when, after doing well in a number of events, he took down first in the challenging slow race—getting a hoot and holler from the local yocals.

Another big surprise this year came from a husband and wife team outta Millington, Michigan. This was Mark and Karen Brewer's →

GHOSTRIDER


Lite

fourth Rodeo, and they're making the most of their experience.

Mark, a 32-year-old electrician, ARROW member, and all-around hard-ridin' bro, had a helluva time watching his 27-year-old wife Karen kick some serious butt. The mild-mannered floral designer admitted to being intimidated at the New York Rodeo, but she decided to give it her all in Ohio and blew off the competition with a first-place victory in the 1,000-pound sled pull. In doing so, she edged out her old schoolmate Mark Winebrenner who came in second.

Karen and Mark made their vacation money back—and then some. And for any women out there thinkin' about Rodeo competition, Karen's advice is: "Just get out there and do it." For those of you who attended, Karen was number 31 on the '86 stock Super Glide.

Thanks, Karen, for showing the crowd that everyday folks can get out there and tear up the dirt just as good as the big dogs. We should also mention that her husband Mark took second in the Keg Derby and the Potato Haystack.

Once again Chillicothe stood out as the biggest and baddest Rodeo on the circuit. With righteous camping, chow, competition, vendors, entertainment, and kick-ass good times—not to mention the great community support behind this event—the Chillicothe Rodeo can only get bigger and better.

If you've never been to a Rodeo, it's time to set aside a few squares on your calendar and experience a whole new realm of biker entertainment. Hell, you might even get lucky and go home with your pockets fuller than when you left, like Mark and Karen Brewer. See ya in the dirt. —Beauregard

Photos: Mike Lichter

CHILLICOTHE, OHIO, RODEO WINNERS' LIST, SEPT. 4, 5, 6, 1993

SLOW RACE

1st: Robert Tabor, Canton, Ohio
2nd: Bob Santee, Waynesburg, Pa.
3rd: Cecil Upton, Nicholasville, Ky.
4th: David Vancil, Shelbina, Mo.

WIENIE BITE

1st: Terry Miller, Sheridan, Mich.
2nd: David Vancil, Shelbina, Mo.
3rd: Robert Redmond, Clarksburg, Ohio
4th: Robert Tabor, Canton, Ohio

POTATO HAYSTACK

1st: Bill Terry, Good Hope, Ohio
2nd: Mark Brewer, Millington, Mich.
3rd: Bob Hanna, Glendora, N.J.
4th: Dennis Durbin, Chesapeake, Ohio

KEG DERBY

1st: Gary Freel, Ames, Iowa
2nd: Mark Brewer, Millington, Mich.
3rd: Todd Calhoun, Kannapolis, N.C.
4th: David Vancil, Shelbina, Mo.

BARREL RACE

1st: Bob Santee, Waynesburg, Pa.
2nd: Gary Freel, Ames, Iowa
3rd: Todd Calhoun, Kannapolis, N.C.
4th: Bob Hanna, Glendora, N.J.

1,000-LB. GAS SLED

1st: Karen Brewer, Millington, Mich.
2nd: Mark Winebrenner, Flint, Mich.
3rd: Ken Perry, Williams Point, Ohio

1,000-LB. FUEL SLED

1st: Gary Freel, Ames, Iowa
2nd: Michael Poisson, Flint, Mich.
3rd: Bill Van Dyke, Huntsville, Ala.

TRIKE GAS CLASS

1st: Audra Piittmann, Ames, Iowa
2nd: Gene Jenssen, Ames, Iowa
3rd: Todd Calhoun, Kannapolis, N.C.

TRIKE FUEL CLASS

1st: Don Seabolt, Greenville, Mich.
2nd: David Vancil, Shelbina, Mo.
3rd: Michael Poisson, Flint, Mich.

TIRE RIDE

1st: Gary Freel, Ames, Iowa
2nd: David Vancil, Shelbina, Mo.
3rd: Robert Tabor, Canton, Ohio

TOP ARROW WINNER: GARY FREEL, AMES, IOWA

BIKE SHOW

1st: Jeff Skarupski, Memphis, Mich., '67 FLH
2nd: Ron Cupp, Evansport, Ohio, '82 shovel
3rd: Ron Lewis, Hyden, Ky., '75 FLH

TATTOO SHOW

MALE

1st: Garland Black, Brunswick, Ohio
2nd: Scott Martin, Columbus, Ohio
3rd: Brian Carney, Springfield, Ohio

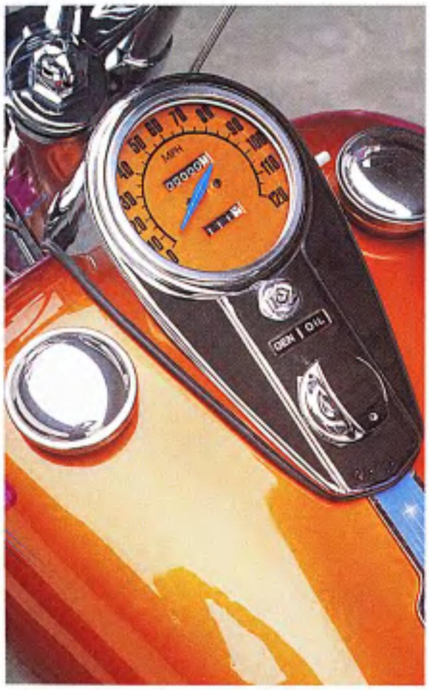
FEMALE

1st: Buffy, Springfield, Ohio
2nd: Dianne Brown, Ripley, Ohio
3rd: Lora Eaver, W. Carrollton, Ohio

HOMEBUILT HARDTAIL

A Canadian Custom

SPITFIRE



Don't let Phil Iuliani start talking about Canada. After about five seconds you'll want to toss a bedroll on the back of your scoot and light out for the Great White North. He makes it sound like a biker's paradise.

Tired of fighting city traffic? Then let Phil describe the Trans-Canada highway, which extends from the East Coast to the West. Stretches of this highway are so secluded you can ride for miles between gas stations.

Next, Phil will fill your ears about the countryside. In the west you'll putt through flatland prairies rolling on for hundreds of miles as far as the eye can see.

In the east you'll motor up and down hill country blanketed with thick wilderness forests and countless virgin lakes. But be sure to heed his warning and keep a

sharp eye out for grizzlies, caribou and ambulatory pincushions.

Wait a minute. Ambulatory what? Let Phil explain:

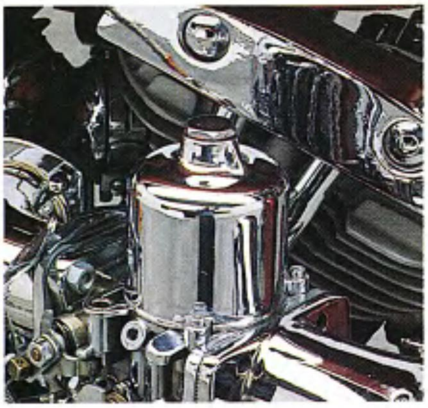
"Five of us were cruising through the woods just enjoying the scenery," he says. "Then the guy up front screams, 'Porcupine!'"

Except it wasn't just one walking quill-bag, it was a family of three strolling across the road.

"You should've seen us!" Phil says, laughing. "We were dodging in and around and riding every which way to avoid them."

The porcupines made it across safely, and Phil and his buddies spent the rest of the weekend leisurely fishing on one of their favorite well-stocked lakes.

But enough about Canada. Good thing there's another subject Phil loves talking about just as much—his motorcycle. →



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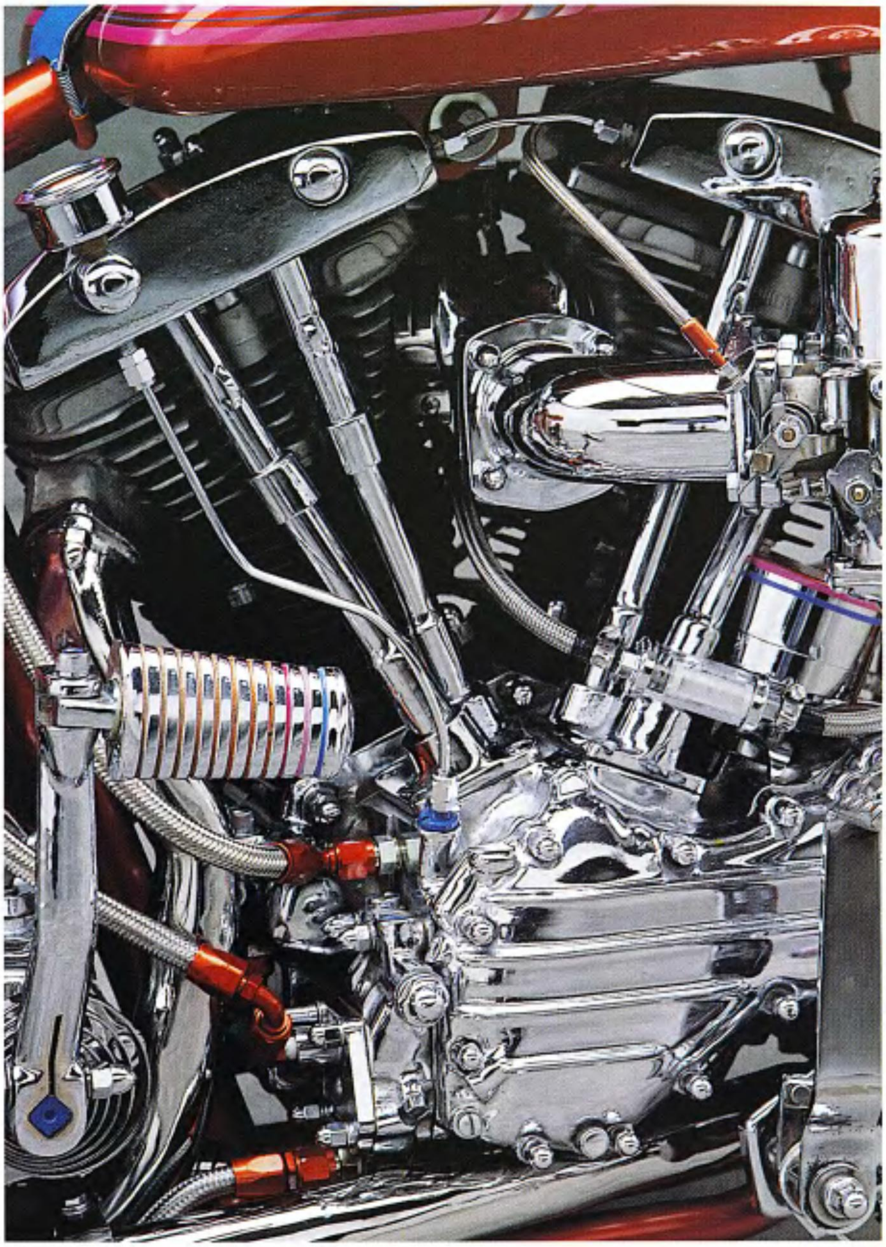


"I just started riding a couple years ago," he explains. "This is my first bike, and I went right to the top with it."

The bike was originally built by Mike Embury in memory of his brother. "I never get on that bike without thinking of him," Phil says. "Mike put everything he had into it."

There are at least 74 painstakingly molded areas on the frame. The rear fender is hand-fabbed. You'll

also notice how the license plate frame and brackets are molded out from the bike.

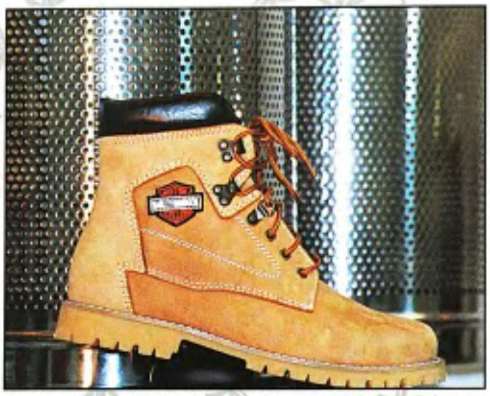
The pipes, which rise straight up toward the seat, are unique. But they're something Phil may change soon. "I'm a bit fatter than Mike," he admits. 'Course, nobody likes hot parts touching their sensitive parts.

"There's also a handy little chrome box on the side," Phil continues. "It's the perfect place to keep my fishhooks."

Five'll get you 20 Phil's baiting one of those hooks right now. Like he says, "It's a fitting reward for a hard week's work."

—Southern Connection

Owner(s): Phil Iuliani	**City:** St. Catharines, Ontario	
General	**Frame**	
Fabrication by: Complete Auto, Nick	Year: 1987	
Year and make: 1987 Homebuilt	Builder: Santee, Gummer, Nick, Reno	
Model: hardtail	Type: hardtail	
Value: your life	Rake: 33 degrees	
Assembly by: Gummer, Nick, Reno	Stretch: nil	
Time: three months	Other alterations: hours molding	
Chroming by: Brown's and Precision	**Accessories**	
Engine	Bars: drag	
Year: 1961	Grips: rubber	
Model: pan-shovel	Mirrors: louvered	
Rebuilder: Clare's Cycle	Risers: Custom Chrome	
Ignition: Accel	Fender(s): Fat Boy front, custom rear	
Displacement: 88 cubic inches	Headlight: Heritage	
Lower end: H-D	Taillight: custom	
Balancing: Clare's Cycle	Speedo: stock	
Pistons: S&S	Front pegs: CCI and paint	
Cases: factory	Rear pegs: none	
Heads: H-D	Electrics: generator	
Cam: Leineweber	Gas tank: Fat Bobs	
Lifters: hydraulic	Oil tank: Santee	
Carb(s): SU Rivera	Oil system: H-D	
Air cleaner: velocity stack	Primary cover: 3-inch open	
Pipes: Rizzardo's	Seat: Peterson's Upholstery	
Muffler(s): ha-ha	Sissybar: ha-ha	
Transmission	**Forks**	
Modifications: nil	Type: wide glide	
Year: 1980	Extension: 2 inches under	
Shifting: 4-speed	Builder: Niagara Race Crafters	
Engine sprocket: belt	Special features: lowered	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 16-inch	Size: 16-inch
Molding: Complete Auto, Nick	Hub: RevTech	Hub: RevTech
Painter: Cos, Kosmic Creative Arts	Rim width: 3.5-inch	Rim width: 4-inch
Color: candy tangerine/pearl, blue/root beer	Tire: Bridgestone	Tire: Bridgestone
Type: urethane	Brake: stock	Brake: Willwood
Special paint: lacquer graphics		
Other special modifications: molded rear fender, license plate, and brackets; painted speedo; custom chain guard; painted and cut velocity stack; graphics on shroud and risers. Thanks to Amber. In memory of Chris Field and Jim Corrigan.		
Photos: Steve Coonan		



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Suggested manufacturers retail price $68.00

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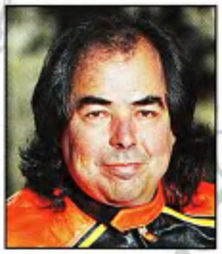
Peter Mahmet
President of IXSPA® 2000



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F.I.G.H.T. UPDATE

Start The New Year By Fighting For Your Freedom

Easyriders continues its fight against mandatory helmet laws in 1994. Our F.I.G.H.T. team of research specialists continues to amass important information, developing the most comprehensive list of helmet-related statistics ever compiled. F.I.G.H.T. aims to prove that helmets produce "dangerous side effects" which can be *deadly* to the wearer.

As a helmet wearer, you're intimately familiar with such dangerous side effects as limited vision and hearing. But our team is also looking at clinical testing to prove that the heat build-up inside a helmet can greatly diminish your ability to react in an emergency situation. It's called the "fatigue factor." If that isn't bad enough, long-term helmet use may be contributing to permanent neck and spinal injuries in a big way.

Let's say you're riding along at a modest 55 mph wearing a helmet which weighs three to four pounds. There's a 20 mph wind blowing and you're experiencing both the weight of the helmet against your neck and the lift created by the combined 75 mph wind pressure. The constant pull of the 75 mph wind (that's *hurricane force* wind) and weight of the helmet on your neck add up to one hell of a dangerous side effect, don't you think? What is the total effect of this stressful up-draft on the delicate neck and spine? One thing is certain, the human body wasn't designed to operate under such conditions and placing such stress on the neck and spine may well cause *permanent* problems. That's right, *you* may be ruining your health for the rest of your life because Big Brother is forcing you to wear a helmet against your will.

What's more, if you're on a long-distance putt under these conditions, imagine the fatigue factor that can be added in. The weight of the helmet, pressure on the neck and spine, as well as increased heat inside the lid contributes to diminished reaction time and a greater probability of an accident. I'm finding that the neck stress problem is fairly widespread. Some of the people I ride with tell me their necks bother them constantly now. One bro can't even sleep because of the pain.

The *dangerous side effects* of helmet use have to be documented and tests must be performed in order to prove our point in court. This sort of research and testing costs money and we need your help now more than ever. We're going after the National Helmet Law with every legal means at our disposal, and we won't quit!

Our assault on helmet laws must push forward on all levels and from every direction. Protect your rights and freedoms by becoming a member of your local bikers' rights organization and join F.I.G.H.T. today. *All* proceeds from your F.I.G.H.T. kit goes to battle helmet laws in court. If you've had a close call, an accident, or an injury because you were wearing a helmet, tell us about it by writing to: *Easyriders* Freedom F.I.G.H.T., P.O. Box 3000, Agoura Hills, CA 91376-3000.

Wearing a helmet may be more than just a pain in the neck, it may be causing you serious physical damage. Let's hear from you.

—Phantom

BUY A KIT: FIGHT THE LAW!

We're going to the Supreme Court and YOU can join the F.I.G.H.T.— That stands for Freedom From Inept Government Helmet Tactics. When we lose the right to choose, we lose our freedom. Don't stand for it! Buy a Freedom F.I.G.H.T. kit and help us fight the law that could change America forever! WE MUST ACT NOW.

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WHAT'S HAPPENIN'

Here's Your Guide To What's Happenin' In Your Area In December, January, And February

To have your events listed, get the infoto us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. Send your info to: What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000.

Alabama
J.R.'S HARLEY CLASSIC—December 11 in Greenville. Info: (205) 335-5754 or (205) 382-2547.

Arizona
SUN RIDERS' MOTORCYCLE TOY PARADE—December 12 in Tucson. Info: (602) 747-3573.

Arkansas
ABATE 8 TOY AND COAT RUN—December 4. Meet:10 a.m.-noon in parking lot across from Wagon Wheel, Hwy 23, Eurelia Springs.

California
CONCERNED MOTORCYCLISTS OF KERN COUNTY TOY RUN—December 12. Cost of the run is one toy and a nonperishable food item. Info: (805) 835-1927 or (805) 834-8677.

FRESNO TOY RUN—December 12. Info: (209) 299-7333 or (209) 875-1138.

MMA/SACRAMENTO TOY RUN—December 12. Meet at Front & Capitol at 9 a.m. Parade: noon. Info: (916) 442-4727.

MMA/L.A.TOY RUN—December 5. Meet at Dodger Stadium near National Guard Armory at 9 a.m. Ride begins at noon. Bring new toy. Party to follow. Info: (805) 522-6557.

UKIAH BIKERS TOY RUN—December 19. All are welcome. Admission is a new toy. Other donations welcome. Free food and live music following run. Elks Hall, Talmadge Ave., Ukiah. Info: (707) 462-9337.

ABATE LOCAL 19/POMONA VALLEY H.O.G. TOY RUN—December 12. Hours: 10 a.m.-3 p.m. 1150 West 4th, Elks Lodge, Ontario. Info: (909) 986-3603.

CONCERNED MOTORCYCLISTS OF KERN COUNTY TOY RUN—December 12. Cost of run is one toy and a nonperishable food item. Info: (805) 835-1927 or (805) 834-8677.

Florida
STATE TOY RUN—December 10-12, hosted by West Coast Chapter ABATE. Info: (813) 665-7222.

Illinois
BROTHERS RISING MC'S 16TH ANNUAL TOYS FOR TOTS PARTY—December 4. Free beer, prizes, live music. Donation: one new toy ($10 value). Info: VFW Hall, 124 S. Utica, Waukegan, Illinois.

M/C PARTS EXTRAVAGANZA—January 23. Belle-Clair County Fairgrounds, Rte 13 and 159, just off Rte. 15 in Belleville. Hours: 10 a.m.-4 p.m. Info: (319) 462-6011.

CHICAGOLAND TOYS FOR TOTS MOTORCYCLE PARADE—December 4. Meet at 8500 S. Western Ave., Chicago. Line-up: 9 a.m. Procession: noon. Bring a new unwrapped toy for boy or girl. Info: (312) 581-5504.

BROTHER'S RISING MC 16TH ANNUAL TOYS FOR TOTS PARTY—December 4. Free beer, prizes, live music. Donations: one new toy ($10 value). Info: VFW Hall, 124 S. Utica, Waukegan, Ill.

Iowa
MIDWEST MOTORCYCLE SHOW AND SWAP—January 8-9. Sioux City Auditorium Expo Hall, Sioux City. Info: (712) 262-8910 or (712) 262-4872.

M/C PARTS EXTRAVAGANZA—January 16. Downtown River Center,136 E. 3rd St., Davenport. Hours: 10 a.m.-4 p.m. Info: (319) 462-6011.

Kansas
SEBER'S LEAVENWORTH CYCLE/XI WORTH RIDERS ASSOCIATION—December 5. Meet at Seber's Leavenworth Cycle at 2 p.m. Bring a new toy. Chili feed at the VFW. Info: (913) 651-2548.

Massachusetts
M/C PARTS EXTRAVAGANZA & SUPER SERIES BIKE SHOW—February 6. Bayside Expo Center, Hall D, 200 Mt. Vernon St., Boston. Hours: 10 a.m.-5 p.m. Info: (319) 462-6011.

Montana
ABATE NEW YEAR'S EVE PARTY—December 31. Sponsored by ABATE of Montana, Missoula Chapter. 140 W. Pine, Missoula. Hours: 9 p.m.-2 a.m. Info: Peeper, P.O. Box 21, Lolo, MT 59847, (406) 721-3937 (nights), (406) 273-2580 (days).

ANNUAL LEGENDARY NEW YEAR'S DAY RIDE—January 1. Meet at Circle Square in downtown Missoula at noon. Ride to Harold's Club in Bonner at 2 p.m. Sponsored by the Montana Legends. Info: Peeper (406) 721-3937 (nights), (406) 273-2580 (days).

New Jersey
JERSEY ABATE'S TWO WHEEL CONVENTION—January 14-16. Budget Motor Lodge, Route 9 N, Woodbridge. Info: (908) 549-1990.

New Mexico
ABATE OF NEW MEXICO/MESILLA CHAPTER TOY RUN—December 5. Info: (505) 382-9754.

TAOS BIKERS TOY RUN—December 4 in Taos. Info: P.O. Box 13D, Embudo, N.M. 87513.

New York
8TH ANNUAL AM-JAM TATTOO EXPOSITION—January 15-16. Schenectady Armory, Washington Ave., Schenectady. Saturday: 11 a.m.-9 p.m. Sunday : noon-6 p.m. General admission: $7 per day.

4TH ANNUAL AM-JAM—January 22. Genuine old-fashioned swap meet. The New Scotland Ave. Armory, Albany. Hours: 11 a.m.-6 p.m. General admission: $6. Info: (518) 346-0521.

North Carolina
CBA'S 7TH ANNUAL TOY RUN—December 5. Ride to the N.C. Baptist Children's Home, Randolph County. Meet at the Randolph Mall in Asheboro at noon. Info: Buddy Grainger (919) 629-3895 or Wayne Jones (919) 697-9387.

Ohio
M/C PARTS EXTRAVAGANZA—January 16. Toledo Sports Arena, #1 Main St., downtown Toledo. Hours: 10 a.m.-4 p.m. Info: (319) 462-6011.

Oklahoma
OKC SWAP MEET AND TULSA TOY RUN—December 12. ABATE of Oklahoma, Tulsa Chapter. Info: ABATE of Oklahoma, P.O. Box 582078, Tulsa, OK 74158.

Oregon
JAYCEE'S 4TH ANNUAL TOY RUN—December 5. Starts at noon at the Cottage Grove Elks Lodge in Cottage Grove. Food and beverages available afterwards at the VFW hall. Info: (503) 895-4599.

PORTLAND ABATE SHRINER'S TOY RUN—December 4. Meet at A & J Motorcycles in Portland. Parade: noon.Info: (503) 771-0188.

Texas
14TH ANNUAL TOY RUN—December 5. Meet at S&S Cycle in Amarillo at 1 p.m. Beer, food, and door prizes. Info: (806) 374-8760.

WINTER EXPO, SHOW, AND SWAP—January 2. Arlington Convention Center. Hours: 10 a.m.-5 p.m. Info: (214) 216-5520 (Bob).

M/C PARTS EXTRAVAGANZA AND SUPER SERIES BIKE SHOW—January 23. Astroarena Complex, 8400 Kirby Dr., Houston. Hours: 10 a.m.-5 p.m. Info: (319) 462-6011.

EXPO, SHOW, AND SWAP FOR H-D—February 6. Waco Texas Convention Center. Hours: 10 a.m.-5 p.m. Info: (214) 216-5520 (Bob Bagwell).

Virginia
B&R PRODUCTIONS 1993 WINTER SHOW AND SWAP MEET—December 10-12. Richmond State Fairgrounds. All inside. Info: (703) 775-5800.

ABATE OF VIRGINIA REGION 1 CHRISTMAS PARTY—December 18. Sponsored by the Mason-Dixon Chapter. Info: (703) 218-7878.

Wisconsin
SHADES OF BLUE—COLOR IN MOTION TATTOO CONVENTION AND BIKE SHOW—January 29-30. La Crosse Center, La Crosse. Info: Baromar, Inc., Ron Schlicht, W5585 CTH. MM #303, La Crosse, WI 54601, (608) 857-3100.

All-Harley Drag Racing
For complete drag racing event information see *Biker* magazine.

AMRA: (708) 250-0838

ECRA: (609) 652-1159

AHDRA: (919) 229-4877

Easyriders Events:

Ohio
EASYRIDERS 6TH ANNUAL INVITATIONAL BIKE AND TATTOO SHOW—February 18-20 at the Veterans Memorial Hall in Columbus. Live bands, the world's finest custom motorcycles, tattoo show, fashion show, vendors, food, beer, and much more. Info: (818) 889-8740, ext. 281.

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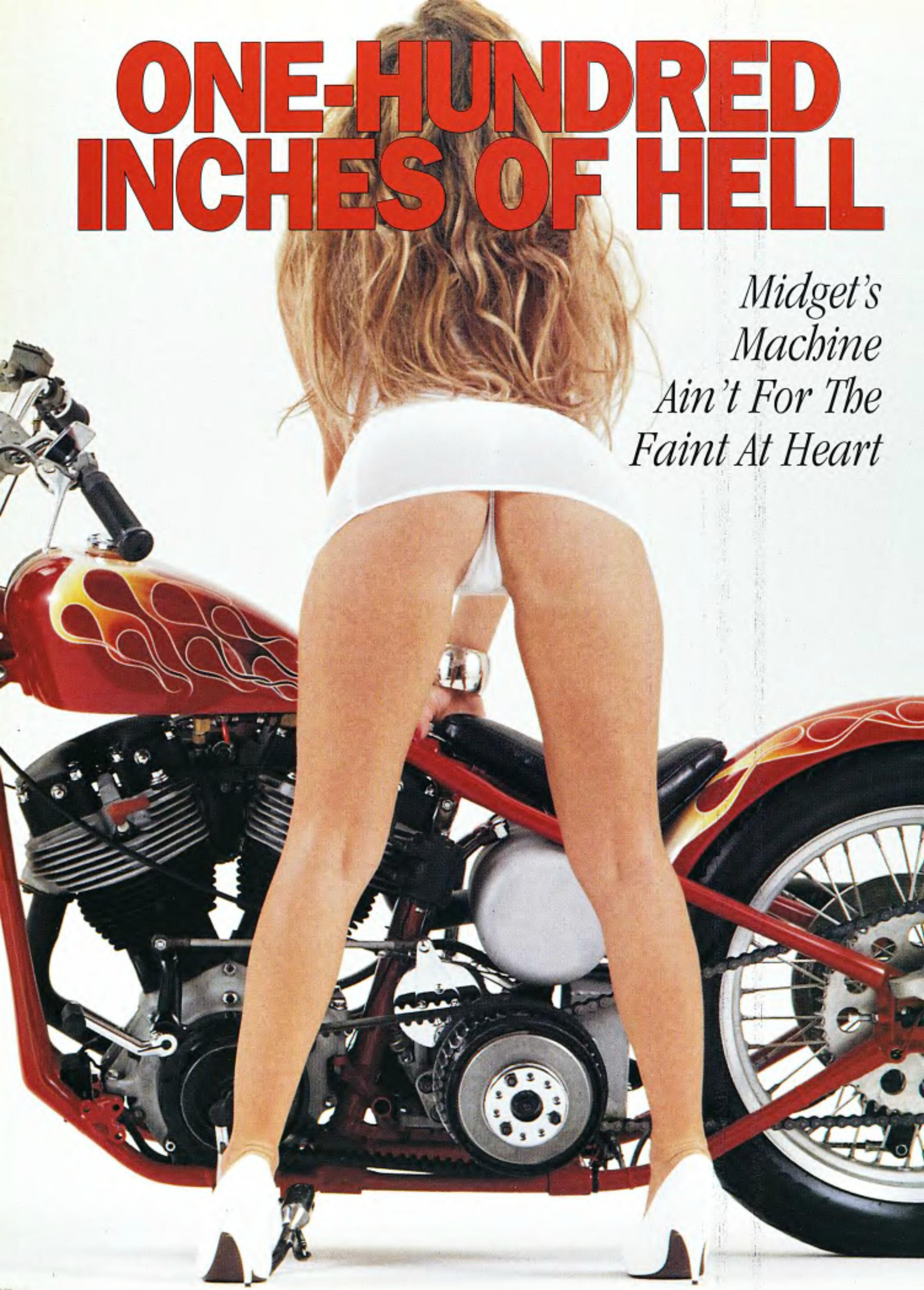

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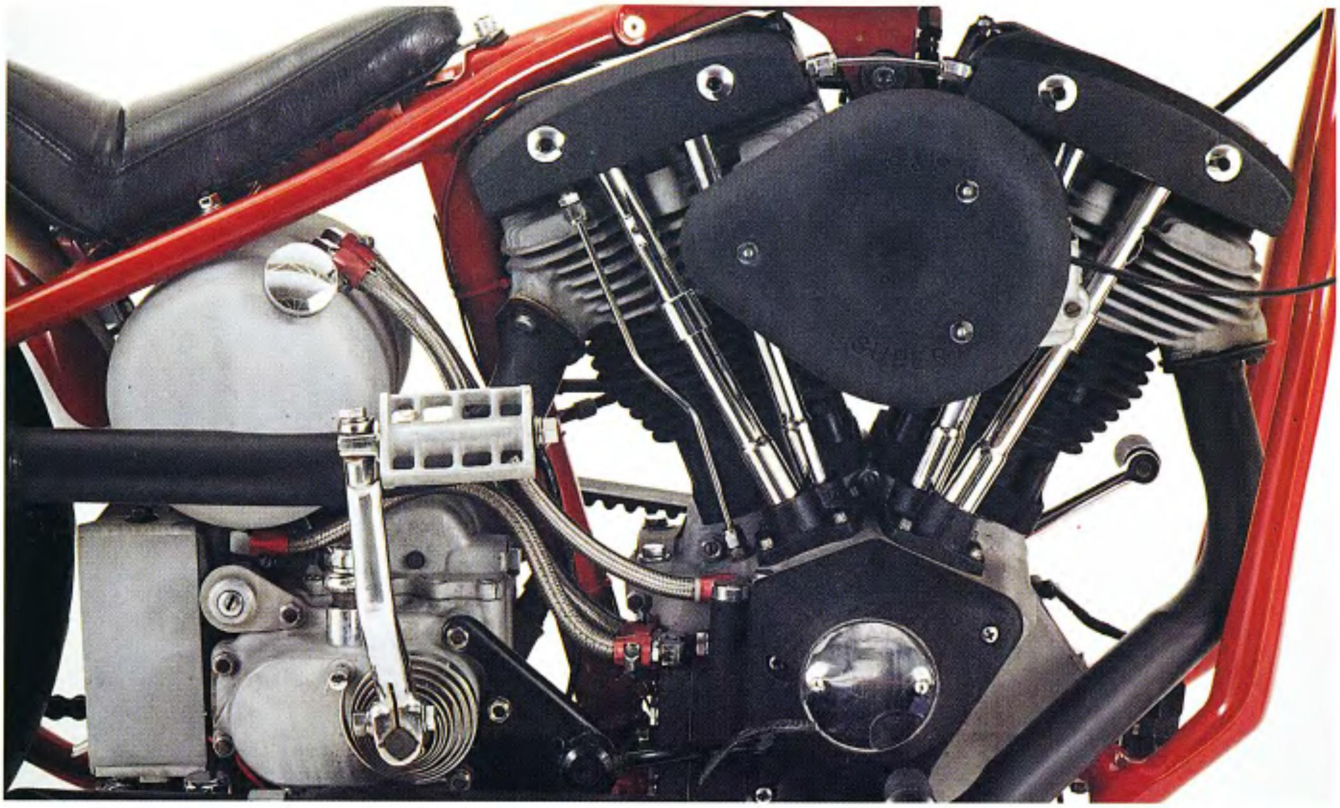
When Midget Gasink fires up the jugs on this animal, windows rattle, livers quiver and women grab their chests. "I had a guy in my shop, looking to buy," says Midget, "and his ol' lady was standing halfway across the room. I gave the bike a good kick, and the exhaust blast sent her running out the door. She came back in shaking after she realized that nothing had exploded."

Midget's been building custom hot rods and scooters longer than is any of my damn business, but this bike is one that gets his undivided attention. He calls it "The →



Bare Essentials"—open primary, no gauges, and plenty of kick.

The '69 shovelhead sits in a '48 wishbone frame, with an S&S carb and Leineweber cams and lifters. The Brownie shotgun pipes are swedged (sorta wedged) into what look like mufflers, but your ears tell you different. Jim Couch and his son, Jim Jr., fabricated and molded this piece of greased lightning, then turned it over to Neil and Ernie for a blistering flame job.

The damn shame is that Midget only got to ride this wild wooley for a few years. After painful disc surgery from getting rear-ended twice, he couldn't wear a helmet. In California, that's worse than house arrest. But selling the bike was more painful, especially to folks with bad intentions.

"These two older construction guys came in to look at it," Midget says, "but they weren't interested in riding. One guy was gonna put the bike in his bedroom and just sleep with it at night. The other guy wanted to hook up a remote electric starter device, sit in a chair, and then fire it up, just to hear it roar."

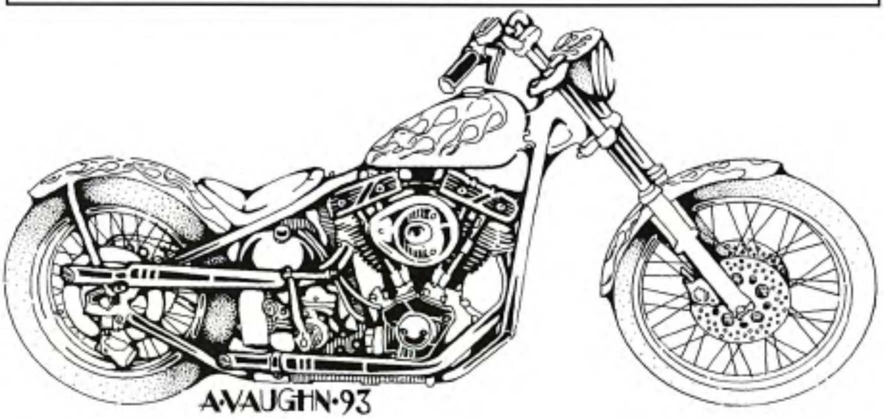
Not a bad idea—for the faint of heart, that is. This beast snorts,

quivers, shimmies, and shakes, even outta gear. You barely have to twist the wick, and the rear 18-incher starts creeping sideways. On a good day, it can even go vertical, right off the line.

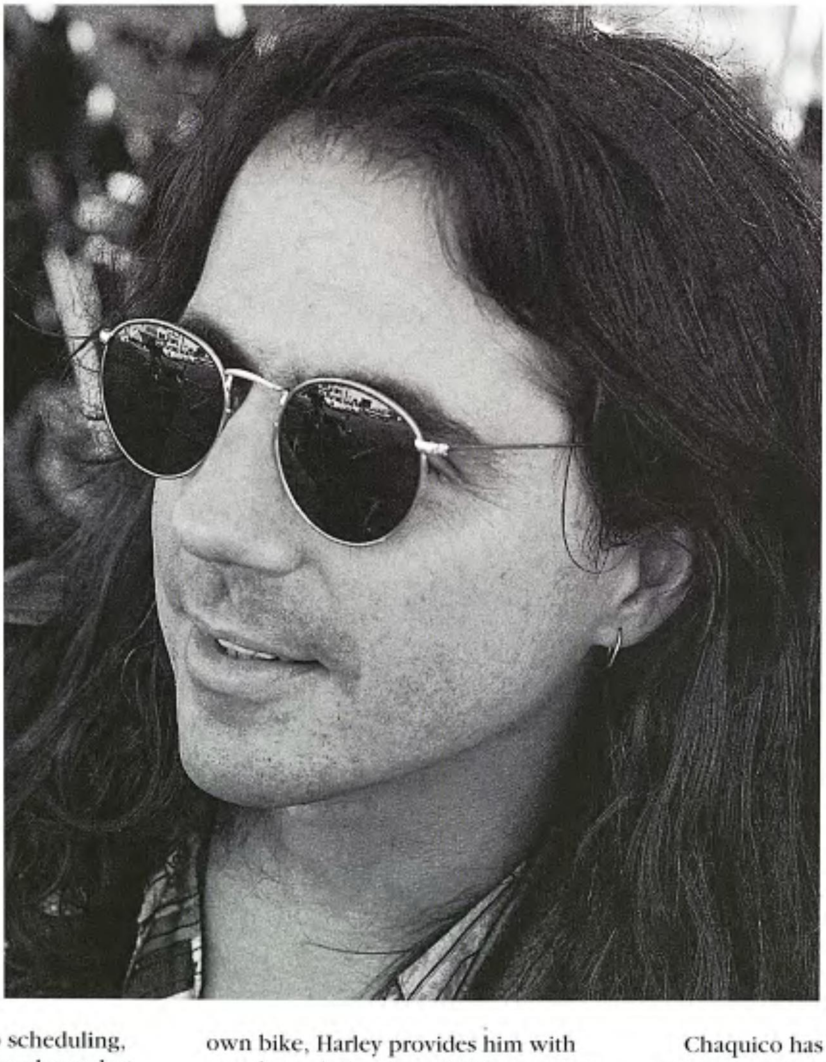
And speaking of beasts, don't the wild urges come out looking at Santana, our January Fox. She looks just woman enough to tame this critter. That or get vibrated to jelly trying. Either way, watchin' a gal take on 100 inches of anything would make for great home entertainment. Film (and sticky tape for you, Midget) at 11.

—Y.B. Normal

Owner(s): Arlen "Midget" Gasink	**City:** Clovis, California	
General	**Frame**	
Fabrication by: Jim Couch and Jim Jr.	Year: 1948	
Year and make: 1969 H-D	Builder: H-D	
Model: shovelhead	Type: wishbone	
Value: $26,000 (and it's for sale)	Rake: some	
Assembly: Jim and Jim Jr.	Stretch: none	
Time: long enough	Other alterations: lots	
Chroming: Fresno Chrome	**Accessories**	
Engine	Bars: Flanders	
Year: 1969	Grips: rubber	
Model: shovelhead	Mirrors: Chrome Specialties	
Rebuilder: J.D.	Risers: H-D	
Ignition: points	Fender(s): special fabrication	
Displacement: 100 cubic inches	Headlight: Sportster	
Lower end: S&S	Taillight: special fabrication, Ron (Sno White Prod.)	
Balancing: triple beam and static	Speedo: don't need no stinkin' speedo	
Pistons: S&S	Front pegs: Dishong type	
Cases: H-D, reworked by J.D.	Rear pegs: none	
Heads: Leineweber	Electrics: 12-volt	
Cams: Leineweber	Gas tank: Harley Hummer	
Lifters: Leineweber	Oil tank: round aluminum	
Carb(s): S&S E Series	Oil system: braided lines	
Air cleaner: S&S	Primary cover: open tendon twister	
Pipes: shotguns by Brownie's Muffler	Seat: Bob Brady special	
Mufflers: looks like mufflers	Sissybar: no	
Transmission	**Forks**	
Year: 1969	Type: narrow glide	
Modifications: Andrews gears	Extension: none	
Shifting: foot	Builder: H-D	
Engine sprocket: Primo belt	Special features: cleaned up	
Trans sprocket: 24 sharp teeth	**Wheels**	
Wheel sprocket: 51 sharp teeth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 18-inch
Molding: Jim and Jim Jr.	Hub: H-D	Hub: Perf. Mach.
Painter: Neil and Ernie	Rim width: 2.75-inch	Rim width: 4-inch
Color: swift red w/flames	Tire: Avon	Tire: Dunlop
Type: two-stage	Brake: dual disc H-D	Brake: Perf. Mach.
Special paint: flames, stripes		
Other special modifications: too many to list. Thanks to Jim, Jim Jr., Jess, Uncle Bill and Bud, Howard, J.D., Ron, Neil, Ernie, Bob, Bernie, and my wife Karen. Outlaw Productions, (209) 251-6779		
Photos: Raiko Hartman. Costume by Malibu Sew & So, Malibu, California.		



EXPLORING THE ACOUSTIC HIGHWAY



His name is Craig Chaquico (pronounced *Cha-key-so*), and we're talking about the man who for 16 years played lead guitar with the Jefferson Starship. Now we all know this rag doesn't just roll over and pant when it comes to celebs. There are plenty who ride and stay low key, and there's a few who don't (front and center, "Buddy Holly"). It's *how* they ride that make them interesting. And credible.

See, Craig is on his own now, going around the country giving guitar clinics in a personal setting. He's returning something to a generation of fans who watched him grow from a Sacramento teenage guitar whiz. The cool part is that he's doing it on a Harley.

In every city, he rides to the music store in which he's giving the clinic. Due to scheduling, Craig has to fly into some places, but either way, he always rides a Harley to the clinics. He even wrangled an endorsement from Harley-Davidson of Milwaukee. Yep, when he's not on his own bike, Harley provides him with one through the Fly-and-Ride program. Must be nice, right?

There's a little more to it, so give the guy a break, will ya? Craig is involved with the Muscular Dystrophy Association (MDA) Love Rides and fund-raising. He originally wanted to do these clinics and arrange for donations to be made to the local MDA through each music store. Logistical problems eventually nixed that plan, but Craig (and Harley) really liked the idea of one acoustic guitar, one American motorcycle, one guy, and the Acoustic Highway. It all just seemed to fit.

So now, he rides to clinics on either his 1988 Softail or whatever the local dealer has available. And Harley arranges for product give-aways at the clinics, like leather riding jackets and T-shirts. Washburn Guitars donates an ax to some lucky stiff, and the crowd gets to watch Craig show them how he does what he does, up-close.

Chaquico has written an entire album of Harley-influenced acoustical tunes (*Acoustic Highway, Higher Octave Music*), all about places within a day's ride of his home in Northern California. One cut, "Return of The Eagle," is as

Chaquico has written an entire album of Harley-influenced acoustical tunes, all about places within a day's ride of his home in Northern California

Photos: Marcus Cuff

much about the national bird as it is another symbol of national pride.

Craig even works the Harley theme into his live act, literally, by stuffing three black Harley shirts into his acoustic guitar. He says it dampens the feedback at loud volumes. I wonder how they work in mufflers?

The main point to the story is this: Harley-Davidson is endorsing a man whose music reflects his love of bikes and the lifestyle. Like I said, it's how a man rides that separates him from the rest of the pack. For Craig Chaquico, it means spreading the word and giving something in return, doing it right on his Acoustic Highway.

—Drummer

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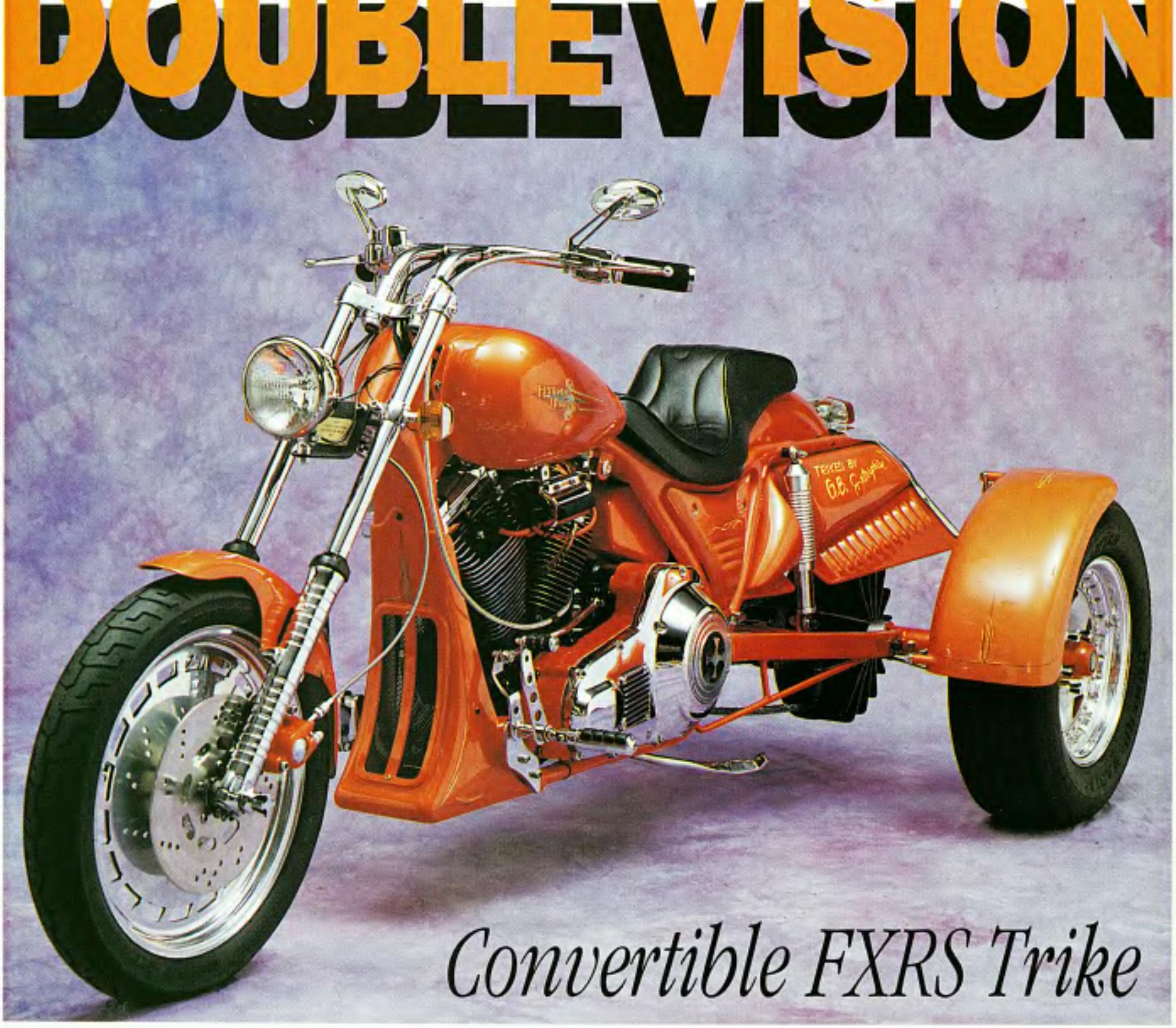
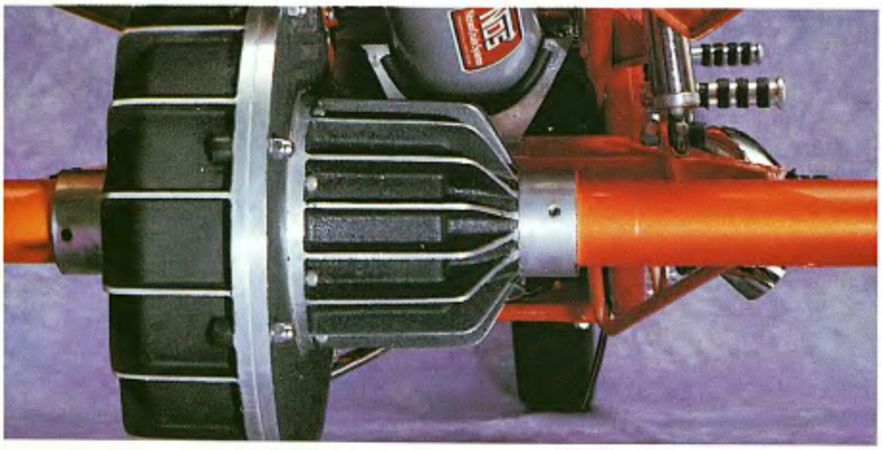
DOUBLE VISION

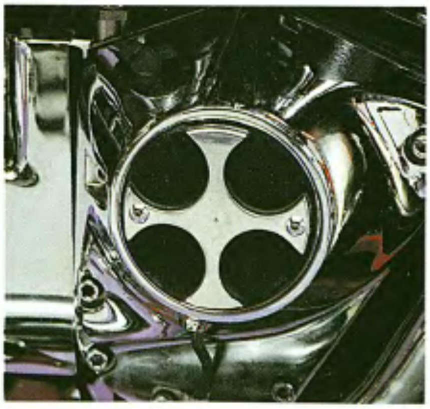


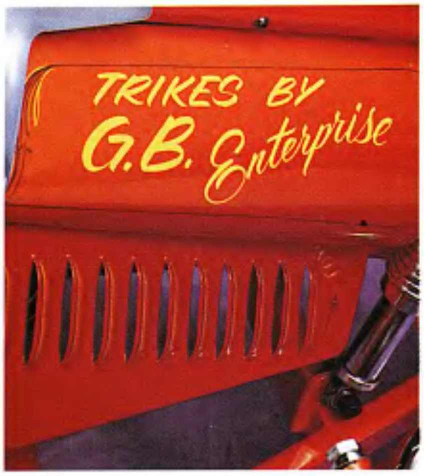
Convertible FXRS Trike

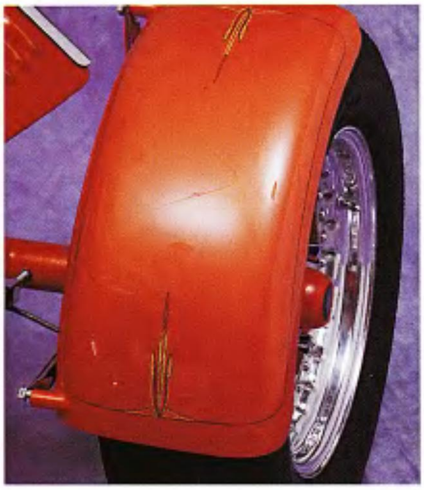
No, you aren't seeing double. The fast li'l bar-hopper pictured here is one unique bike . . . uh, trike . . . I mean *both*! This custom FXRS does double-duty, switching from a low, lean, and mean asphalt-eater to a three-wheeler in just two and a half hours. The bike was built by G.B. Enterprises. G.B. stands for George Barton, the bro behind this double-dealin' conversion. George is sometimes known as the "King of the Three-Wheelers." He is an ex-aircraft welder and master craftsman who has been building custom scoots and trikes for over 30 years.

Some of you graybeards might remember George from his days back in the 1970s at the helm of Randy Enterprises, an aftermarket company which specialized in trikes and springer front ends. Seems George had the idea for this convertible trike swingarm 20 years ago and spent 50 grand in tooling on the one-of-a-kind conversion. The swingarm is all →









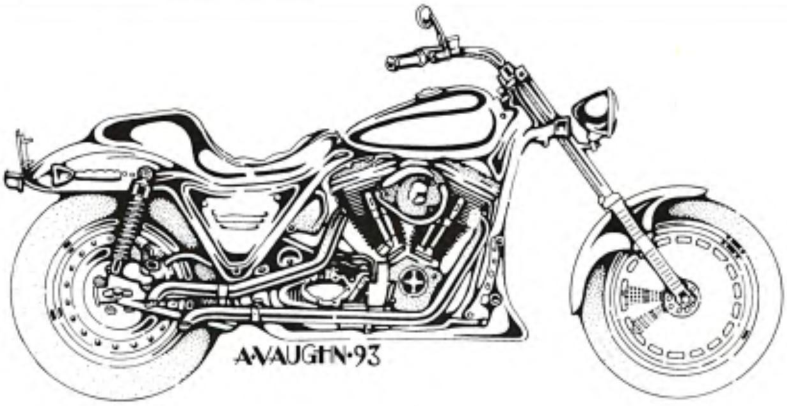
jig-welded and built to be bullet-proof. He tells us that his customers have never had a failure in 15 years.

George has done a lot of work for physically-challenged bros and loves getting them back in the wind. He had a hellacious accident on Halloween of 1983 and needed a little help himself. The trike conversion was the perfect equalizer.

G.B. Enterprises makes trike swingarms to fit all Harleys, as well as precision frames of all kinds. George is into fine detail. Just take a close look at this Low Rider. He made everything by hand, from the derby and timing cover, to the axle nuts. Our bro will be 65 next year, and he still works down at the shop, seven days a week. His next sled will be a street dragster using real black widow spiders as accent pieces. Keep your knees in the breeze, George, and thanks for sharing your double-vision.

—Phantom

Owner(s): George Barton	**City:** Oceanside, California		
General	**Frame**		
Fabrication by: G.B. Enterprises	Year: 1985		
Year and make: 1985 H-D	Builder: G.B.		
Model: FXRS	Type: rubbermount		
Value: for sale	Rake: 10-degree		
Assembly by: G.B. & Porky at Robey's M/C	Stretch: zero		
Time: 60 days	Other: all metal		
Chroming: Orange County Plating	**Accessories**		
Engine	Bars: G.B.		
Year: 1985	Grips: Drag Specialties		
Model: FX	Mirrors: Arlen Ness		
Rebuilder: Robey's M/C	Risers: G.B.		
Ignition: Accel	Fender(s): H-D, G.B.		
Displacement: 82 cubic inches	Headlight: Paughco		
Lower end: Porky	Taillight: Lucas		
Balancing: Robey's	Speedo: none		
Pistons: S&S	Front pegs: KūryAkyn		
Cases: H-D	Rear pegs: George		
Heads: G.B., S&S	Electrics: Big Fred		
Cam: Andrews EV5	Gas tank: G.B. custom		
Lifters: Evo	Oil tank: H-D, G.B.		
Carb(s): S&S Super E	Oil system: H-D, Porky		
Air cleaner: S&S	Primary cover: H-D		
Pipes: G.B.	Seat: Drag Specialties		
Muffler(s): nada	Sissybar: none		
Transmission	**Forks**		
Modifications: Andrews	Type: FX		
Year: 1985	Extension: 4-inch		
Shifting: stock	Builder: G.B., H-D		
Engine sprocket: 24-tooth	Special features: turned		
Trans sprocket: 24-tooth	**Wheels**		
Wheel sprocket: 2W: 51-tooth, 3W: 56-tooth	**Front**	**Rear**	**3-Wheeler**
Painting	Size: 18-in.	Size: 16-in.	Size: 15-in.
Molding: George	Hub: P.M.	Hub: Centerline	Hub: Centerline
Painter: George	Rim width: 2-in.	Rim width: 4-in.	Rim width: 6-in.
Color: *Easyriders* orange	Tire: Dunlop	Tire: Dunlop	Tire: Dunlop
Type: polyurethane	Brake: H-D	Brake: H-D	Brake: Wildwood
Special paint: graphics by Eliezer Carrillo			
Other special modifications: none, or all—your choice. Special thanks to Porky at Robey's M/C and Eliezer Carrillo of Santa Ana, Calif.			
Photos: Silvermoon			



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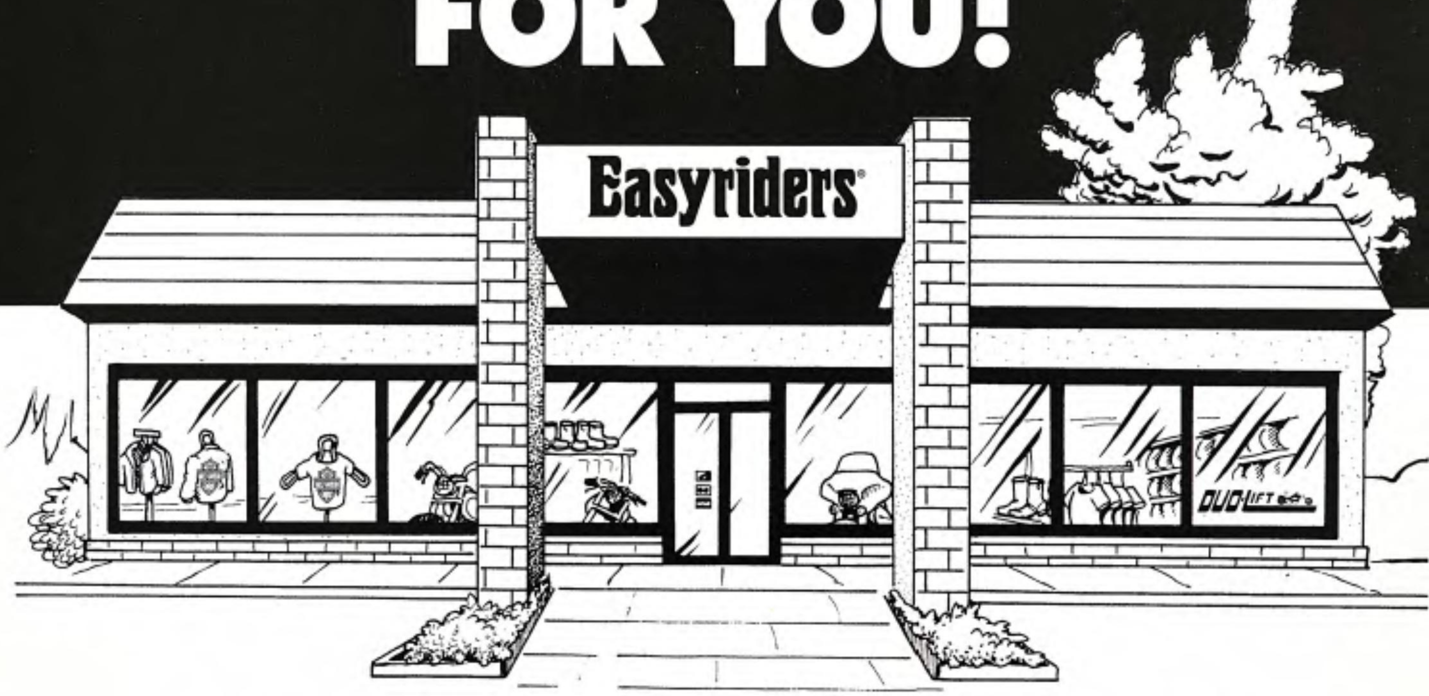

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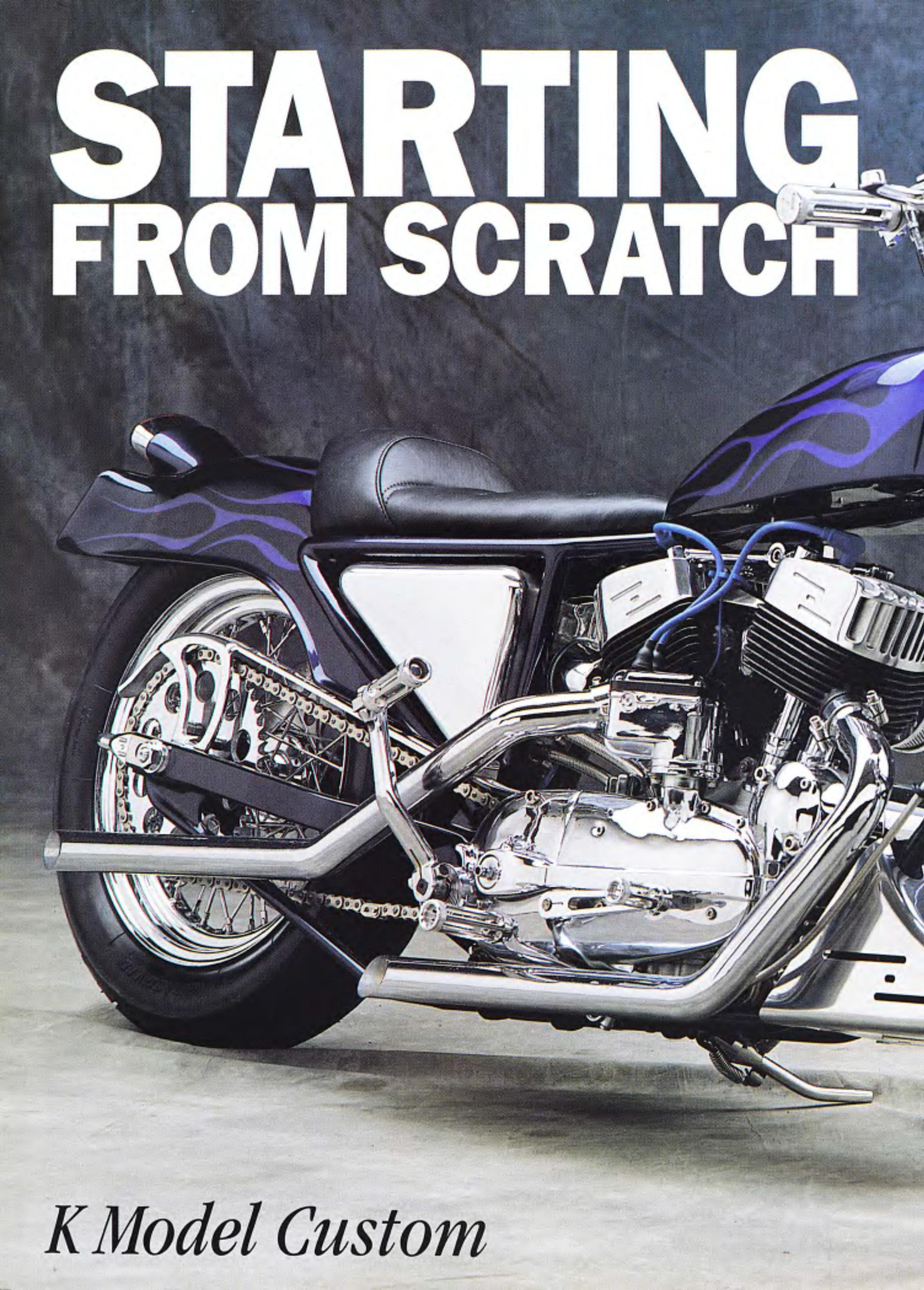
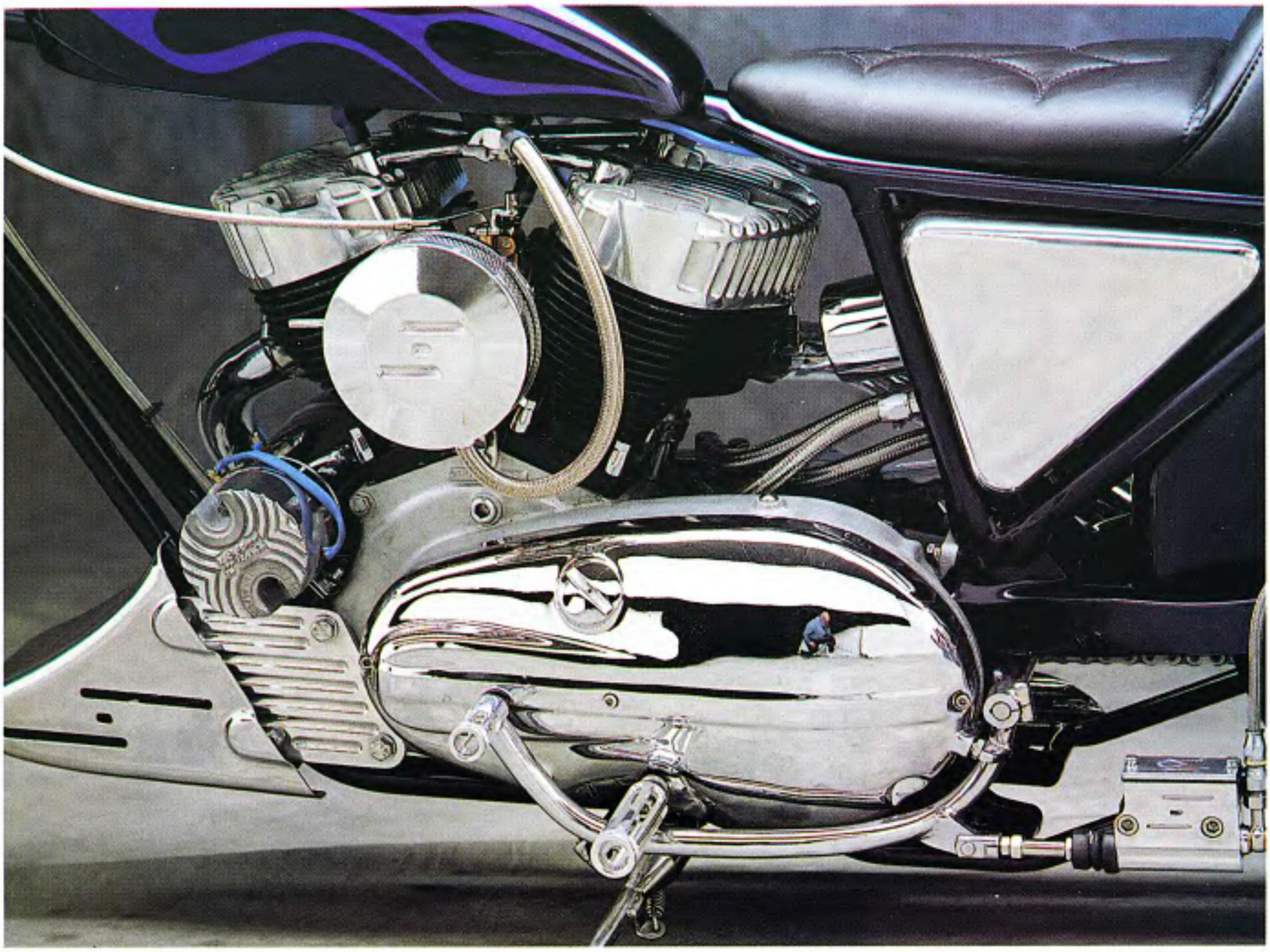
STARTING FROM SCRATCH



K Model Custom



When Bob Marquart of Oshkosh, Wisconsin, became the fourth owner of a '56 KHK, he decided to throw tradition out the window and produce a '90s-style show bike. He rounded up talent from around the Badger State to pitch in on labors of love: polishing the triple trees and other components, fabricating an adjustable chain guard, stitching a custom seat, and handmaking a slew of steel and aluminum parts.

Ed Van Ess chopped and spread the gas tank with all metal, no paste. He built a custom oil bag and originated a filter system. He also put an allen bolt in the chain guard, so the chain and guard are adjusted all in one. He shaped an FLH rear fender out of a dresser front rock-catcher and machined new front pegs. Wiring is in the frame, and switches are recessed under the gas tank. The front forks have custom internal stops. The Linkert carb is polished, and the heads are both polished and milled.

Wolfie from Kewaunee detailed understated flames over cobalt blue on a House of Kolor black base paint. Tony from Green Bay stitched the seat after Ed made the pan.

Bob almost didn't make it to his first bike show, the 1992 *Easyriders* Invitational in Columbus, Ohio. While at a toll booth in Chicago, six Chitown cops ambushed Bob and his three bros in the van they were using to tote the bike to the show.

"They blocked us in at a toll booth," Bob says. "We were guilty. We had a flickering taillight. They made us stand in the freezing cold, while they asked us which one of us was in the Marines and where our tattoos came from. Two of us were veterans. One had a tattoo older than the cops."

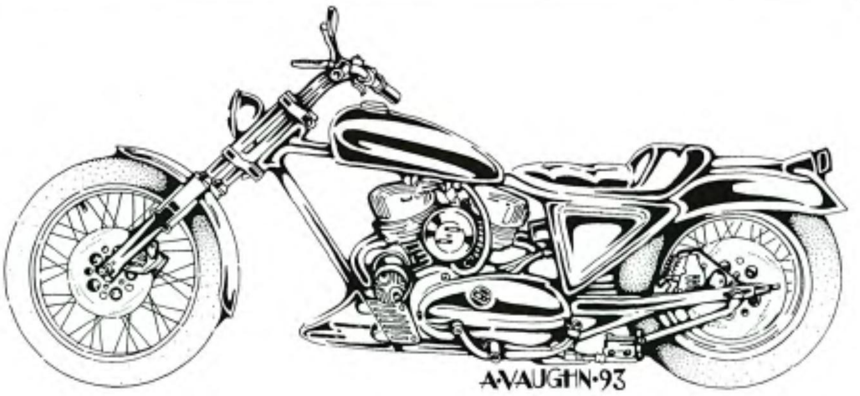
But once Bob rolled his creation onto the floor of the Veterans Memorial alongside some of the world's finest street iron, it was all worth it.

—Irish Mike

Owner(s): Bob Marquart	**City:** Oshkosh, Wisconsin	
General	**Frame**	
Fabrication by: Ed Van Ess	Year: 1979	
Year and make: 1956 H-D	Builder: H-D, Ed	
Model: KHK	Type: long and low	
Value: time is money	Rake: 38-degree	
Assembly by: Ed's Speed Shop	Stretch: 6 inches	
Time: a long time	Other alterations: many, many	
Chroming: Jewels Body Shop	**Accessories**	
Engine	Bars: Ed, stainless, slotted	
Year: 1956	Grips: slotted, billet, Ed's	
Model: KHK	Mirrors: billet aluminum, Ed's	
Rebuilder: Scott King	Risers: Ed, stainless, 5 inches	
Ignition: mag	Fender(s): FLH rear	
Displacement: 55 cubic inches	Headlight: Bates	
Lower end: H-D	Taillight: CCI, molded steel	
Balancing: yes	Speedo: none	
Pistons: stock	Front pegs: slotted billet, Ed's	
Cases: H-D	Rear pegs: none	
Heads: milled, polished, and "z'd"	Electrics: in frame, 12-volt	
Cam: solids	Gas tank: chopped and stretched by Ed	
Lifters: four	Oil tank: aluminum, Ed	
Carb(s): polished Linkert	Oil system: Ed	
Air cleaner: Ed	Primary cover: shiny	
Pipes: drag	Seat: Tony from Green Bay	
Muffler(s): none	Sissybar: none	
Transmission	**Forks**	
Modifications: none	Type: Sportster	
Year: '56	Extension: 3 inches under	
Shifting: 4-speed, right side	Builder: H-D, Ed	
Engine sprocket: yes	Special features: aluminum tree, dust covers	
Trans sprocket: 18-tooth	**Wheels**	
Wheel sprocket: 48-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 16-inch
Molding: Ed—all steel, no fiberglass	Hub: H-D, chromed	Hub: CCI
Painter: Wolfman Jack	Rim width: 2.5-inch	Rim width: 5-inch
Color: cobalt blue, black base	Tire: Avon	Tire: Avon
Type: House of Kolor	Brake: H-D, P.M., Ed	Brake: H-D., P.M., Ed
Special paint: lacquer		

Other special modifications: internal fork stops, many handmade aluminum and stainless parts, all stainless fasteners. Special thanks to Ed Van Ess, Ed's Speed Shop. In memory of my dog Theodore.

Photos: Steve Coonan



David Mann

A NEED FOR SPEED & STYLE

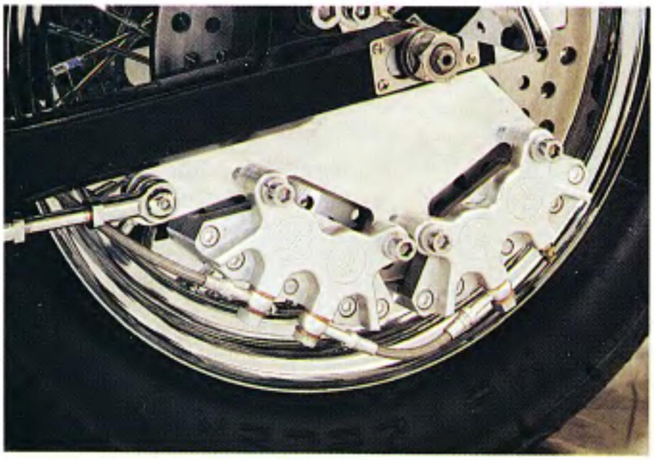
Harleys just seem to lend themselves to performance and looks. The solid, eager exhaust note of the Harley V-twin tells of even more horsepower hidden deep within. And the V-twin style—well, hell, you know. It's a fair bet that most Hog owners have made at least one change to their bike in an attempt to make it run smoother or go faster and several changes to improve the looks. Some modifications are standard, others are more experimental.

But it is the combinations of the proven and the unproven, the known and the unknown, which seem so infinite. "What if . . . ?" To the builder, these words are a siren so seductive that it lures us time and again—often against our better judgment—to build, try, tear down, rebuild, and try once more. Enough is always too little, and too much . . . well, there's no such thing as too much.

And that is what this section is all about. We have selected six very different scoots from all across the country which represent six very different ways of building Harleys. The copy to follow describes the various ingredients and talent behind each project. Each one shows a combination of efforts, a concerted attempt to find just the right mix of style and performance to take the owner where he wants to go, however quick he wants to get there.

—Enjoy

Photos: Steve Coonan



There's no doubt what Brian, formerly with Flash Custom Cycles, had in mind when he and a couple of his talented bros, Jodi and Scott, screwed this long wheelbase custom Sportster together in only 63 days: maximum impact. "We started with an old Magna-charger blower designed for use on an ironhead Sportster that I bought from a drag racer in Florida and the motor from last year's show bike," he explains.

Beginning with just the motor mount section of a '92 XL, Jodi fabricated the rest of the frame, stretched for looks and to help the rider deal with the power to come. The neck was cut, heavily raked, and fitted with a custom fork assembly while the rear swingarm was stretched and relocated upward. Brian built the flowing all-steel custom tank/fender assembly, incorporating a scoop at the oil cooler before covering it in a dark candy red.

The stock 883 motor had already been enlarged by Scott to 1200cc displacement, fitted with Andrews V4 cams, and the heads drilled for dual plugs and modified for improved flow. To get the performance they were after, and the flash to wow 'em at shows, the Magna-charger was chromed and fitted, driven by a unique custom belt drive system. It's fed by a dual-throat side draft Dell 'Orto carb, mounted to a custom intake manifold.

The smooth Sportster has already proven itself on the show circuit. And, if looks are any indication, it'll be a winner in the performance department as well. →

1975 H-D CUSTOM

Howie Mandel,
West Hills, California

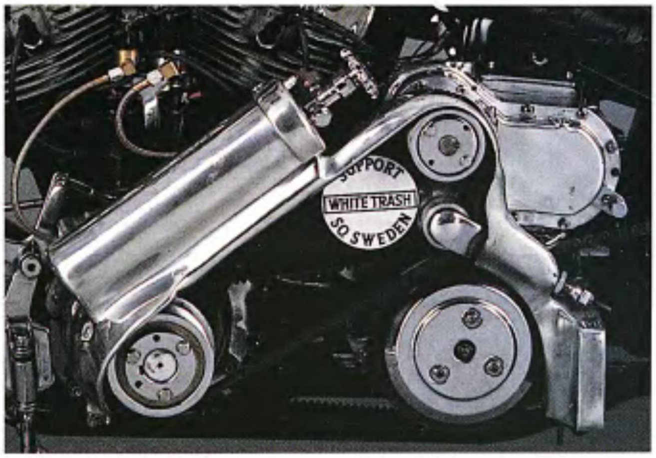
Photos: Silvermoon

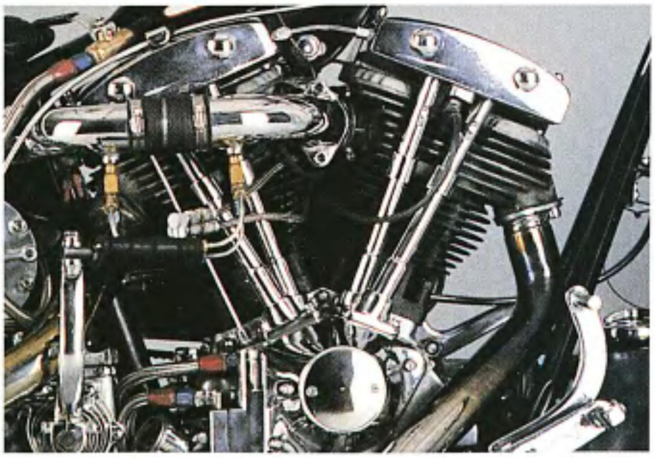
Then there's the one bike in 10,000 that goes beyond words. Even unfuckin'believable falls short of expressing the kicked-in-the-gut feeling Howie Mandel's blown shovelhead rigid generates. The Hog's Breath Bikes-built rigid frame has been stretched to provide space for the modified B&M V6 automotive supercharger. The oil bag is out front, disguised as a spoiler.

Howie and Fast Joey spent a lot of time "riding, breaking, and fixing" this rocket before they were able to paint and detail it. They began with a '75 shovel, but only the cases and heads are Harley now. Its aftermarket pieces include: Truett and Osborn shafts and rods, TRW pistons, and a Leineweber custom blower grind cam with solid lifters.

Displacing over 92 cubic inches, the Hog's Breath shovel sports a unique induction system. The B&M supercharger is suspended below the seat, driven by a handmade crank pully through a 16-groove belt drive. The blower is run backwards, permitting the mixture to enter the bottom and exit from the top. It's fed by a rear-facing DCOE 45 Weber sidedraft carb, through a clever custom intake manifold which snakes between the blower and the Andrews close-ratio trans. As it winds its way to the intake ports through a hot-looking tubular system, the supercharged air/fuel passes by oxide ports controlled by a pressure sensor. When the boost reaches 6 pounds, the pressure sensor shuts off the nitrous, allowing the blower to take over, providing the mid- and top end power.

This system protects the engine and eliminates rider-error at the same time. Holy shit, what a ride!





1992 H-D FXR

Ron Simms, Hayward, California

Photos: Raiko Hartman

For every wild, fire-breathing, full-on tire-smoker, there's at least one Hog that's been treated to a slightly more conservative performance approach. This mild-looking, Paughco-framed swingarm FXR is a prime example. Built by Ron Simms of Bay Area Custom Cycles, it features strong, smooth, easy-to-ride power and hot looks.

Nestled into the mildly raked, but otherwise standard frame, the Bob Gomes-built, 96-inch Evo motor is a chromed and polished gem of careful detailing. "It's experimental, like many of the engines we build at Bay Area Custom Cycles shop," says Bob. "We play around with new pieces from various manufacturers, mixing and matching to see what the results are going to be."

Under the wild splash graphics, the polished cases are STD pieces, filled with stroked wheels and fully balanced Rich Products. Hannan's pistons and high-flow heads complete the assembly, along with a hot Sifton 142-EV cam and matching lifters. A Dyna "S" electronic ignition is used, along with an almost standard, high-performance Super E carb.

The Bay Area Custom Cycles-built chassis shares a similar, conservative show-and-go approach. The Paughco frame is fitted with upgraded brakes, Performance Machine units in this case, and premium Metzeler tires to give the rider confidence that its performance is matched by its ability to handle and stop. She sits low—but not too low—with lightly pulled back super bars, mid-controls, and a notched Corbin seat—perfect for an aggressive riding style. →

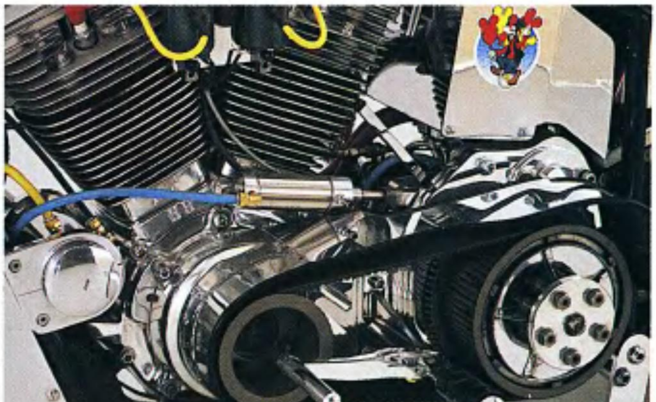
1991 H-D CUSTOM

Dwight Schmitke, Littleton, Colorado

Photos: Mike Lichter

A custom-fabricated frame, designed and built by Scott Yamasaki, is the platform for Dwight Schmitke's hot Evo-powered street fighter. Built to be, as Dwight puts it, "the ultimate bar-hopper," the thinly disguised street racer features a rigid design, lots of stretch for engine clearance, and plenty of room for the wide, low-profile Avon rear tire. The radically raked fork is of unknown British origin, chosen for its lightweight construction, trimmed and modified to fit the Harley.

The engine is a late-model Evo, but few of the remaining parts came from Harley. The cases are polished House of Horsepower units, fitted with balanced and stroked lower end parts and topped with Axtel barrels and 13:1 pistons. Builder Phil Howell, a top-ranked AMRA drag racer in his own right, modified the heads to his own design. The cam is a pro-race Redshift 625 with hydraulic lifters, too radical for the street. The exhaust pipes are 2-inch diameter units.



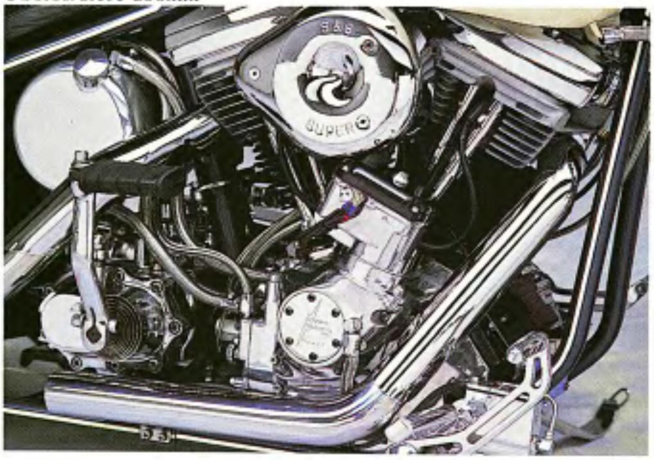
Construction details include a Sputhe, 5-speed tranny, fitted with an MRE air shifter as well as a foot shift lever, mated to the engine by a minimally shrouded, Primo open primary belt drive. The ignition is a Dyna "S" electronic dual-coil unit. Minimalist in every respect except looks and performance, Dwight's custom 103-inch rigid turns high 10s in the 1/4-mile at over 110 mph.

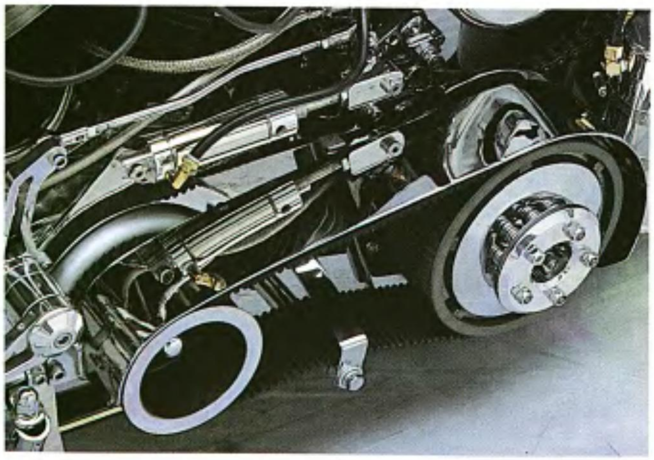
Bad enough? "Nope," says Dwight. "Since these photos were taken, we've torn the bike completely apart and built an all-new frame and an even meaner Howell-wrenched, 110-cube Evo for the 1994 Super Modified FL drag racing season." Any takers?

1991 H-D CUSTOM

Daniel Morelli, Waterbury, Connecticut

Photos: Steve Coonan





Dan Morelli elected to follow the "bigger is better" philosophy when he built his Paughco rigid-framed custom street racer. The mill combines a stroked lower end with Axtell pistons to produce a total of 110 cubic inches of displacement, a whopping 37.5 percent increase over stock. Combined with huevo-strainin' 15:1 compression, a wild .640 inches of lift at the cam and this late Evo puts out plenty of horsepower.

Dan built dependability into the package, starting with strong, yet lightweight, STD cases and a full balance job. The heads are STD also, flowed and fitted with dual plugs for performance and reliability. A Dyna "S" magneto ignites this kick-only elephant, and smooth flowing, large diameter exhaust pipes were handmade. "I've got the motor pulled apart again," says Daniel. "I'm gonna replace the mag with a conventional ignition and drop the compression a little, to around 13:1—it's a real bear to kick over the way it is."

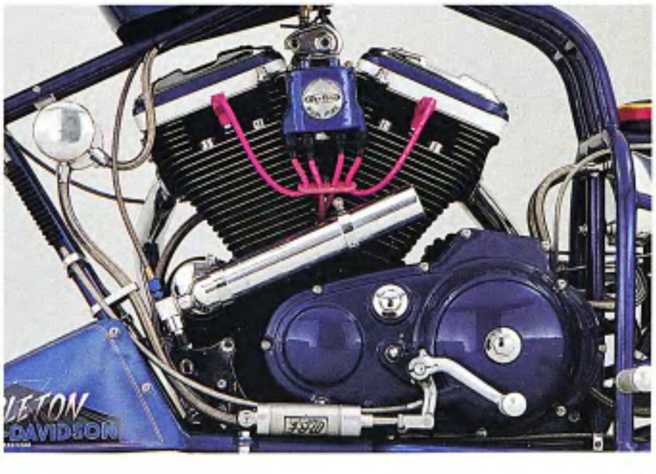
The Paughco-built rigid frame is a no-frills, get-the-job-done unit with a 3-degrees-over-stock rake and a light stretch to fit the big Evo without problems. It features a chain secondary, an oversized Metzeler rear tire, an ultra-low stance for good traction, and a low center of gravity to optimize high-speed handling and stability.

Look as hard as you will, there's nothing without purpose—the unmistakable mark of a sleek-looking street racer. Even the near-stock-looking teal and cream paint scheme was designed to lull the unsuspecting. Serious is as serious does. →

1986 H-D CUSTOM

Loren Mays, Clarksville, Tennessee

Photos: Mike Lichter



Styled after the latest crop of strip-only Top Fuel Harley racers, Loren's wild show/go bike was built to be on the just-barely-streetable side of radical, with a race bike frame and, as Loren says, the widest rear street tire he could find. Designed for a Corvette, it's long, like the competition bikes, and features an aggressive fork rake, rigid rear suspension and low, cradled rider position. Unlike the racers, however, it's got enough equipment to be called street legal and win shows.

To make that happen, an Appleton Cycles-built 1340cc Sportster Evo motor was selected. "They're different, Loren explains, "and I believe the XL design has the best power potential." It was fitted in the roomy engine bay and fitted with a 4-speed transmission with both foot and air shifters. The hot rod twin features Harley cases and barrels with stroker innards, including the balanced lower end and pistons. The heads are H-D, modified for dual plugs which are lit by a RevTech Dual Fire ignition. Andrews cams, Harley lifters and a nitrous-modified carburetor finish off this blue-hued bombshell.

A family project—Loren's wife Connie was very much involved in the building—this straight-line showpiece relies on a combination of lightweight components, competition-proven chassis engineering, and a healthy dose of nitrous oxide to get the job done. "We built it to be different," Connie says. "We're very proud of the way it turned out."

—Eric Pierce

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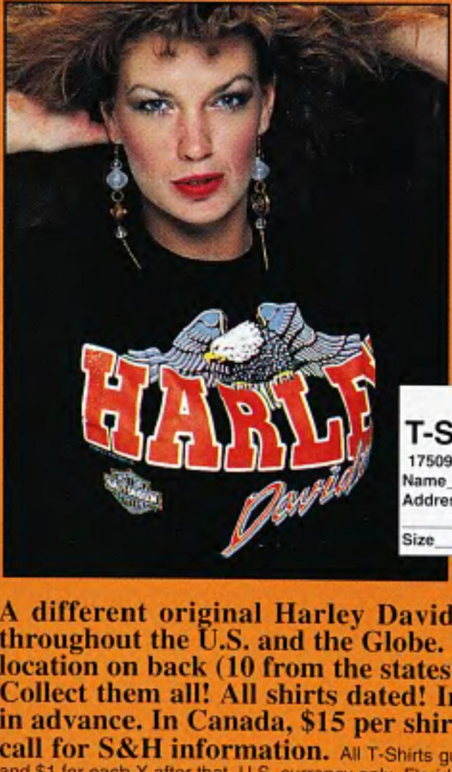

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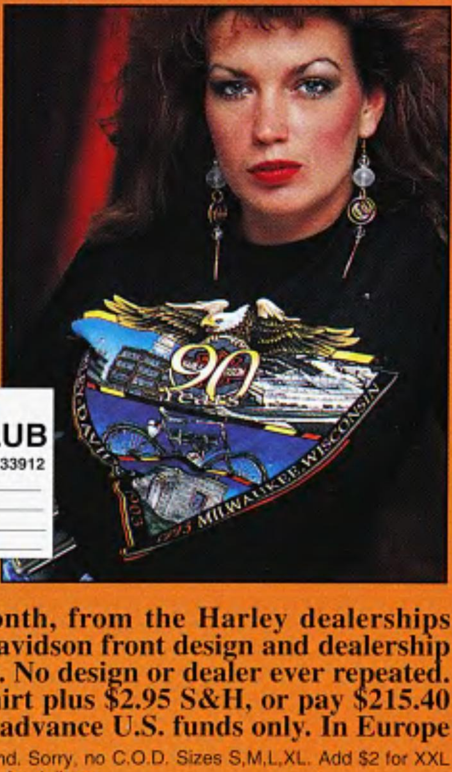

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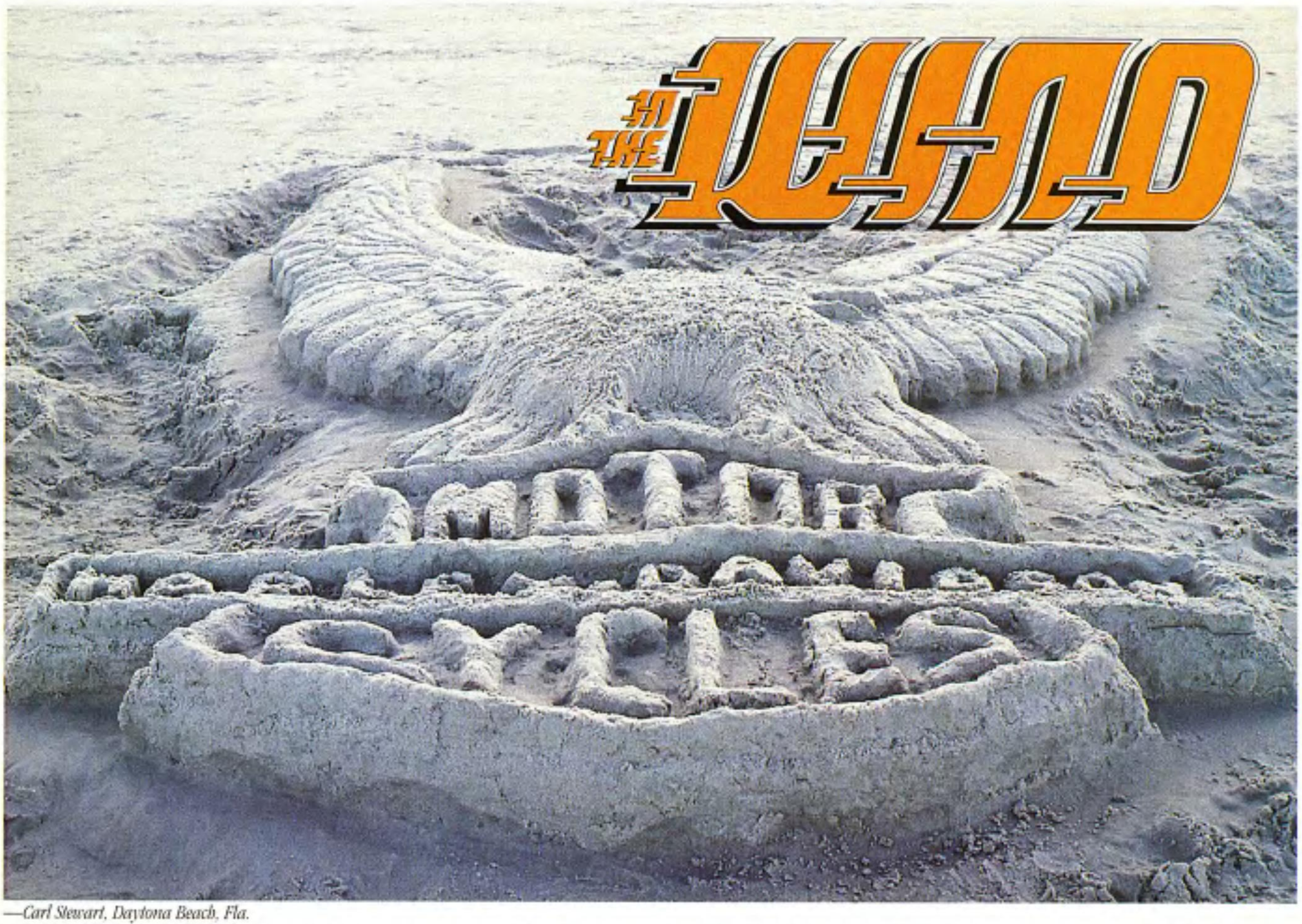
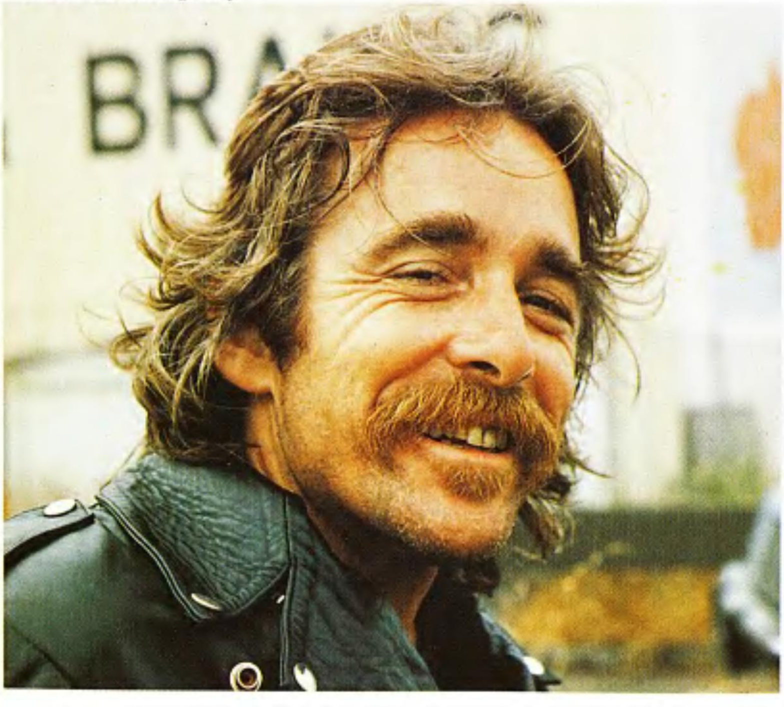
In The Wind



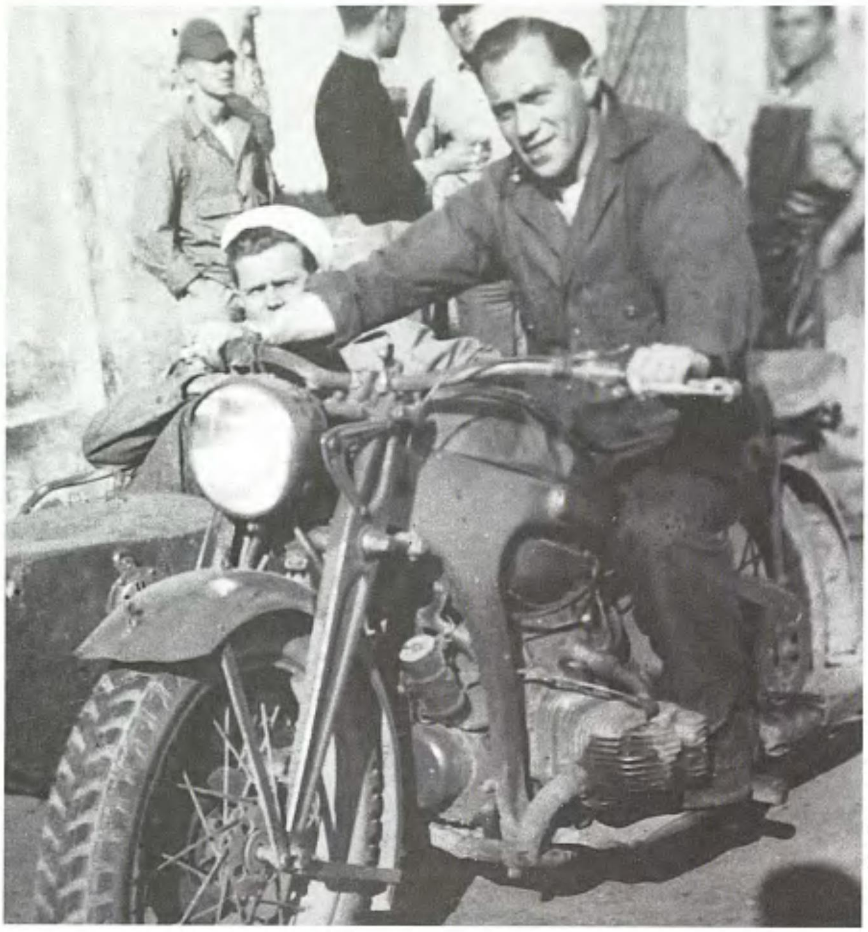
—Carl Stewart, Daytona Beach, Fla.

Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway, the let-it-all-hang-out exuberance of a biker bash, or the eyeball-poppin' sight of a sexy honey showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this—we now pay $30 for every black-and-white photo we print, $100 for every color photo we print full-page, $50 for every color photo we print half-page, and $40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name and address. Also, include a self-addressed, stamped envelope if you want your photos returned. Send photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

—Elizabeth Cole, San Diego, Calif.

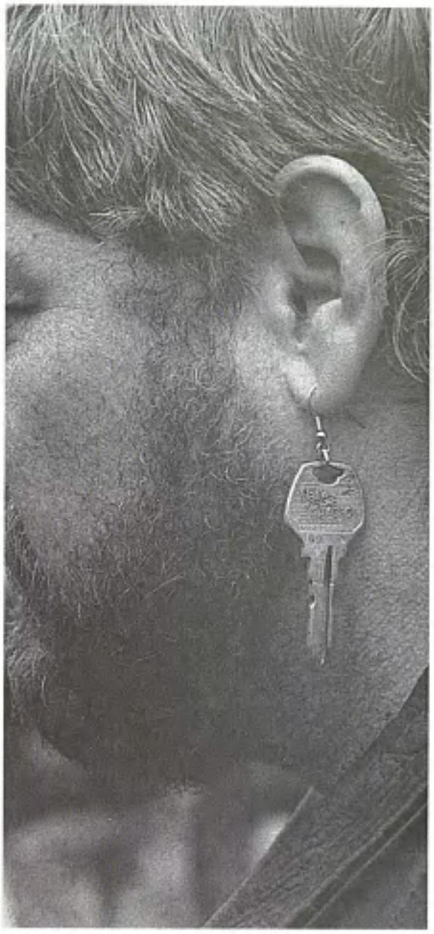


—Cyclops, Am-Jam '93, N.Y.



—Ronald Valliere, Fairhaven, Mass.

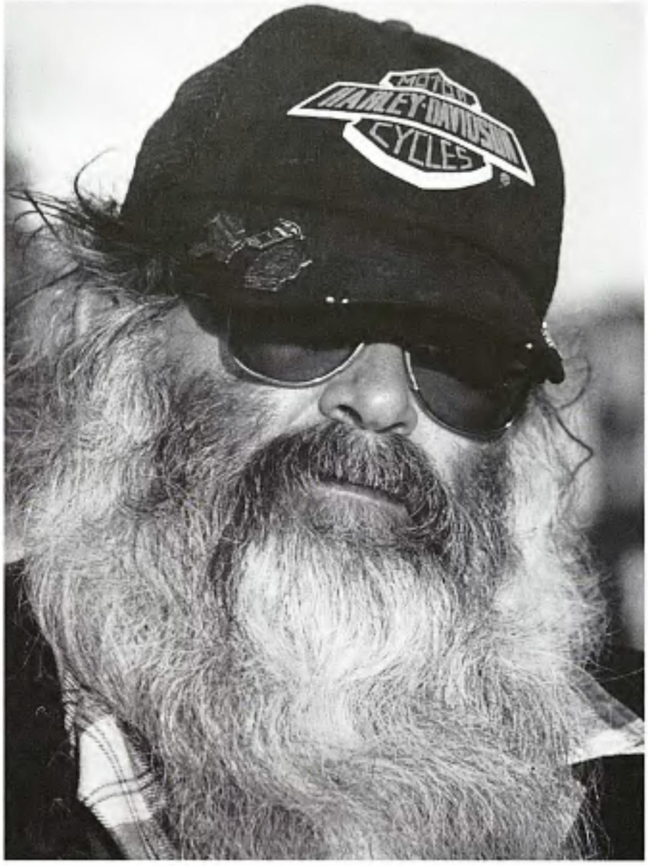
—Oly the Beer, Uusikaupunki, Finland



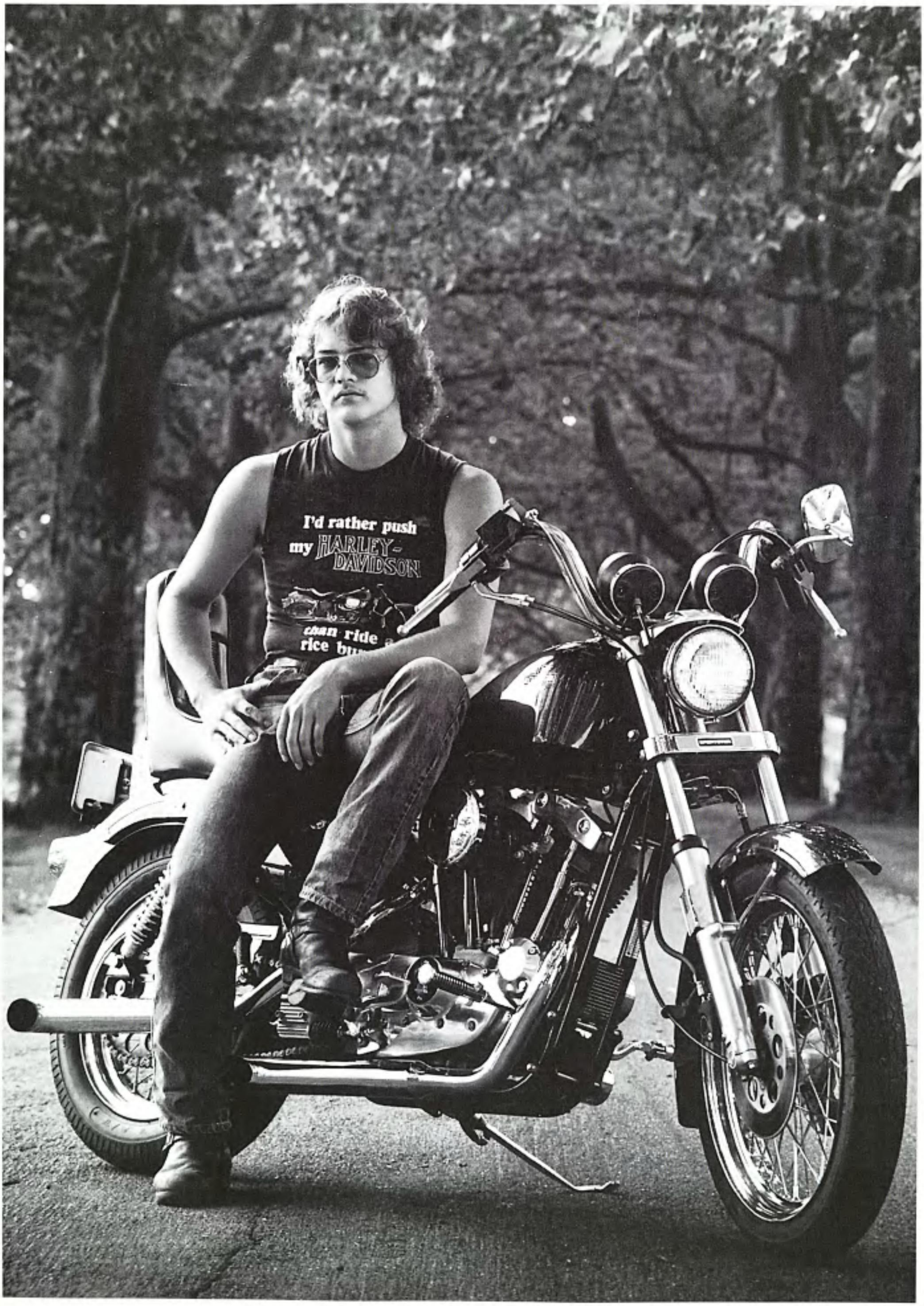
—Blue Bike Mike, On the road

—Jim Samples, Daytona Beach, Fla.

—George Guignet, Cocoa, Fla.

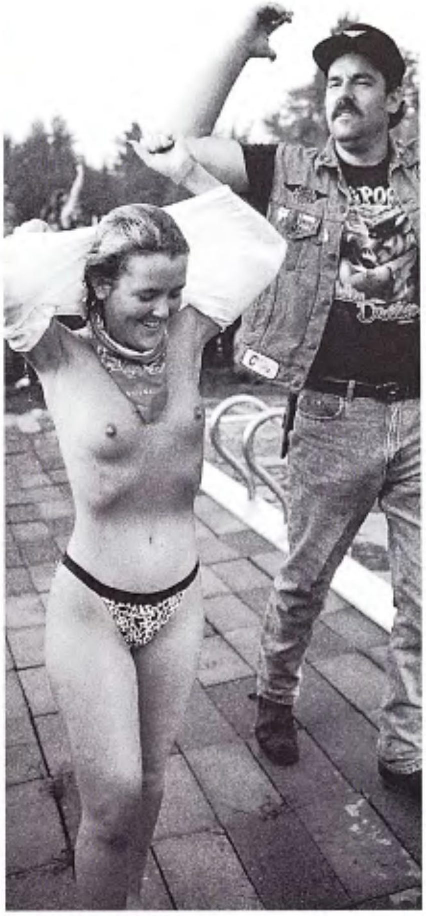


—Dennis Carver, Vista, Calif.

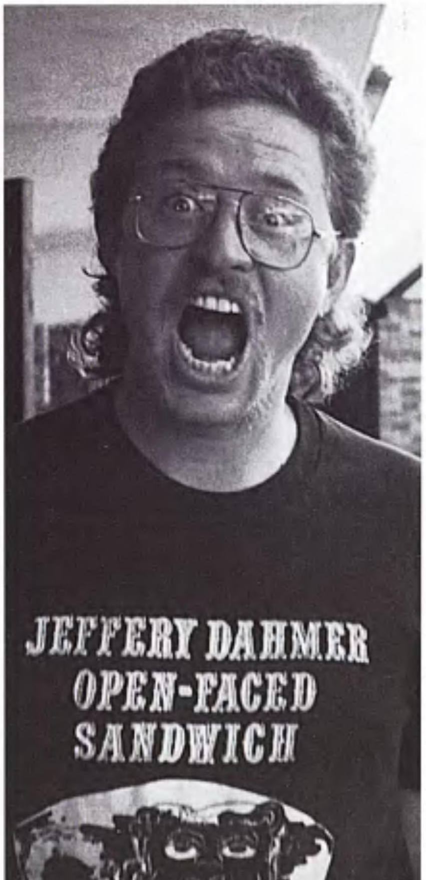


—Joe Dell, Sinking Spring, Pa.

—Marshall LaPlante, Saugus, Calif.



—Boppo, Beverly, Mass.



—Robert Moreland, San Diego, Calif.

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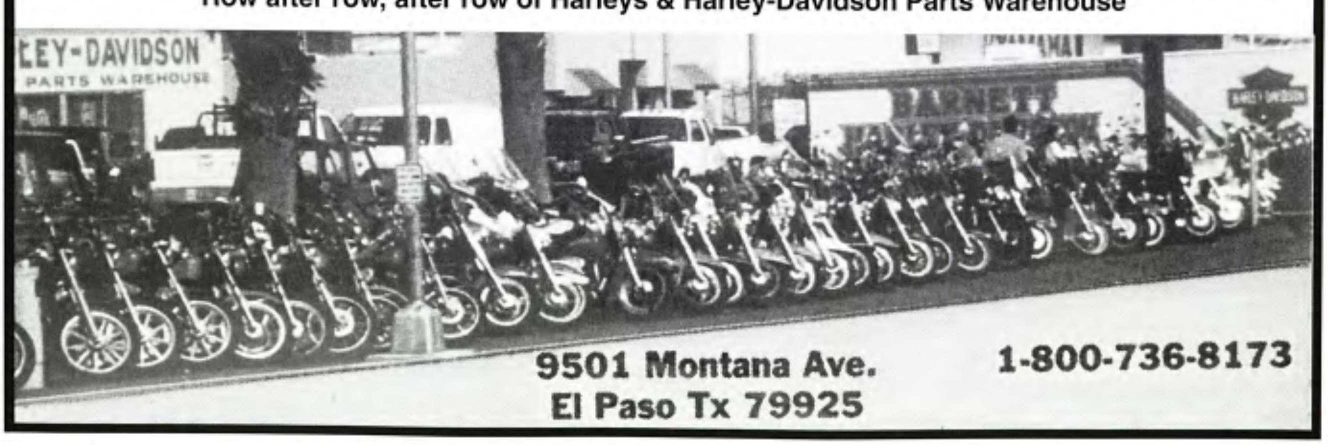

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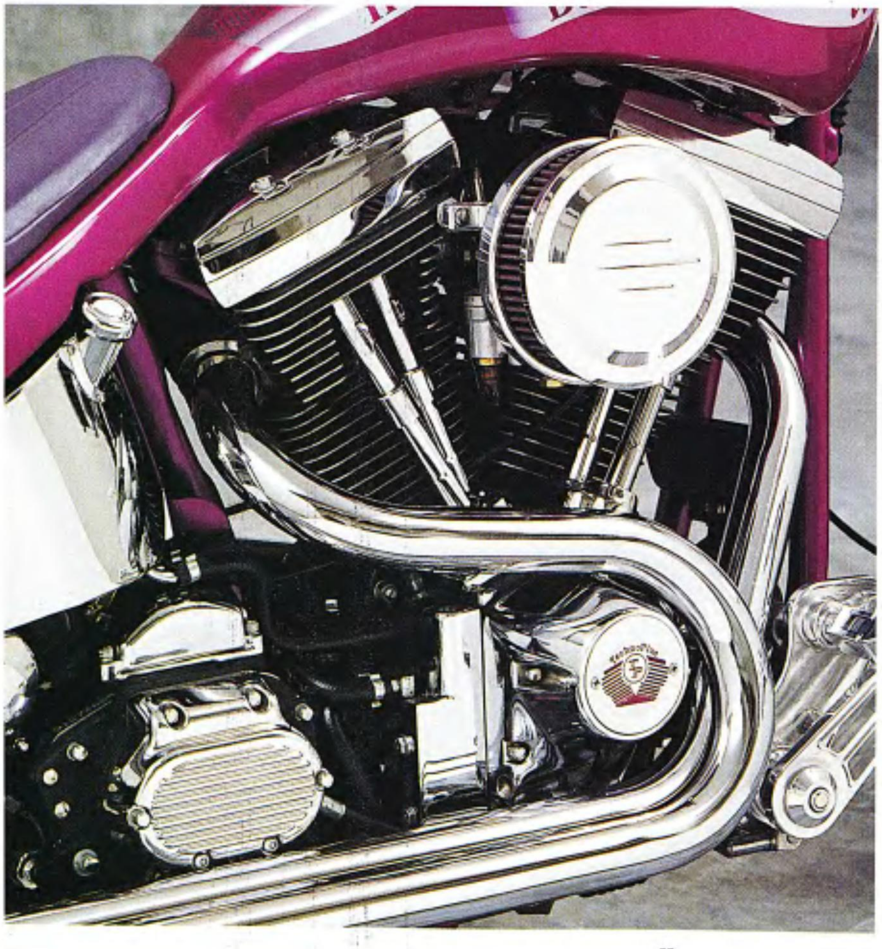


Claude Babot of Port Sainte-Marie, France, worked as an aeronautics engineer for the better part of his life. But when the French government drastically reduced the production of airplane parts for both the military and the aerospace industries two years ago, Claude was left high and dry, with plenty of spare time on his hands.

Not being the kind to sit around, he immediately dove into a new project. A long-time Harley rider, Claude conceived of combining his 30 years of engineering experience with his passion for motorcycles to form a new business venture. With the help of Alain, his bro of 15 years, he decided to develop his own line of high-tech products for Hogs, under the brand name of TechnoPlus.

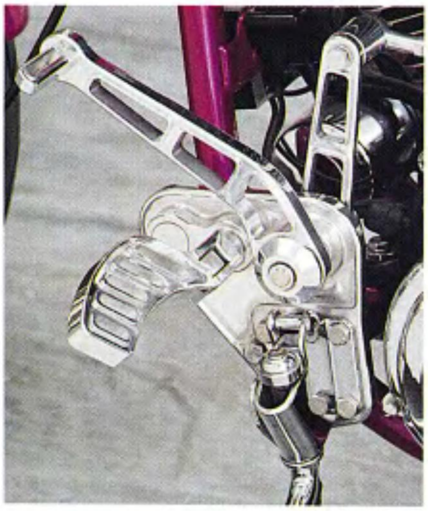
To promote the new up-market parts, Claude put his own Softail on the spot, and with his team, he started up the complete transformation of the bike, featuring many homemade accessories.

Because there were no rules, Claude was able to follow his creative instinct, and with Lalou and →

Antoine, he designed a one-piece body made of carbon fiber and composite plastic. Claude was very careful not to reproduce another Ness-style clone. Although he has a great respect for Arlen's talent, he had his own vision. A quick glance at the bike's lines proves that he attained his goal. Just ask Claude how he feels about the bike (especially after Stevy's paint job), and he'll describe to you at length how the unique shape of his machine conjures up ideas of a woman's soft curves or even of a Ferrari Testarossa's body.

For all the mechanical parts, Alain took the lead and threw himself into the computer, programming the CNC tools with Gilles, Eric, and Patrick. From then on, the venture became a challenge, as it was decided that the bike should be ready for its promotional launching in just three short months.

So in no time, they tore the scoot down, designing and machining necessary components as they went. Nothing was too good for the Softail: brakes, handlebars, forward controls, fork legs milled

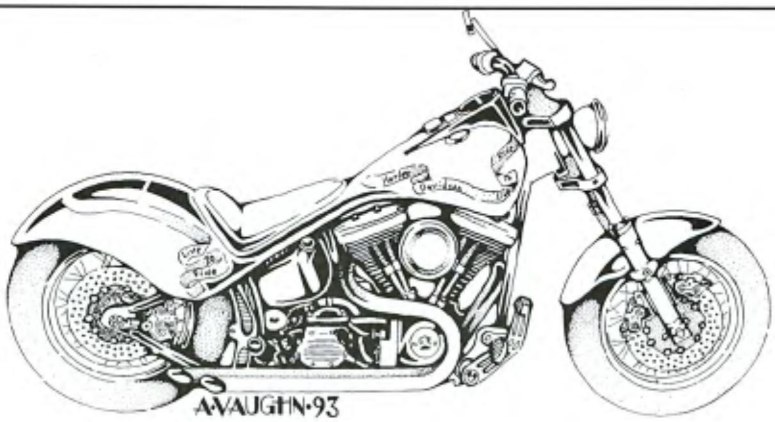


Owner(s): Claude Babot	**City:** Port Ste Marie, France	
General	**Frame**	
Fabrication by: TechnoPlus	Year: 1991	
Year and make: 1991 H-D	Builder: H-D	
Model: FXSTS	Type: Softail	
Value: very high	Rake: stock	
Assembly by: TechnoPlus	Stretch: none	
Time: three months	Other alterations: Low Boy kit	
Chroming by: n/a	**Accessories**	
Engine	Bars: TechnoPlus	
Year: 1991	Grips: TechnoPlus	
Model: Evolution	Mirrors: Pro One	
Rebuilder: n/a	Risers: TechnoPlus	
Ignition: stock	Fender(s): TechnoPlus	
Displacement: 1340cc	Headlight: H-D	
Lower end: H-D	Taillight: TechnoPlus	
Balancing: none	Speedo: stock	
Pistons: stock	Front pegs: TechnoPlus	
Cases: H-D	Rear pegs: stock	
Heads: stock	Electrics: modified	
Cam: H-D	Gas tank: TechnoPlus	
Lifters: H-D	Oil tank: stock	
Carb(s): S&S	Oil system: H-D	
Air cleaner: TechnoPlus	Primary cover: door TechnoPlus	
Pipes: Ness	Seat: TechnoPlus	
Muffler(s): Ness	Sissybar: none	
Transmission	**Forks**	
Modifications: Müller kit	Type: 42 mm, telescopic	
Year: 1994	Extension: no	
Shifting: five-speed	Builder: TechnoPlus	
Engine sprocket: 24-tooth	Special features: monobloc, 6 pistons	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 16-inch	Size: 16-inch
Molding: n/a	Hub: H-D	Hub: H-D
Painter: Stévy, Lyon, France	Rim width: 4.5-inch	Rim width: 5-inch
Color: fuchsia	Tire: Avon	Tire: Avon
Type: polyurethane	Brake: TechnoPlus	Brake: TechnoPlus
Special paint: clear coat		
Other special modifications: fork legs machined in a 20-lb. block. Body design, license plate bracket and miror by TechnoPlus.		
Photos: Raiko Hartman		

out of a huge 20-pound aluminum block, etc. By the way, all these billet parts can be painted, polished, or anodized.

It was a lot of hard work and long hours, but in the end it was all worth it for Claude and his crew. With the creation of this one-of-a-kind masterpiece, they brought a new style to the custom bike world. Makes you wonder what these guys will come up with next.

—Grumpy



DID YOU KNOW?

True Biker Facts And Scooter Trivia

It's time once again to uncover the wild world of biker lore. The cobwebbed door to the *Easyriders* dungeon of scooter trivia is thrown open wide so that you can devour and then toss out some of these facts to impress the hell out of your bros. These bits of info could even work as ice breakers with that cute li'l filly at the end of the bar. Think of the possibilities. Oh, and happy damned holidays!

Did you know that a man named Hogg survived Death Valley thanks to his Hog? Yes, Edwin Hogg, leading naturalist and conservationist, mapped the desert lands of Death Valley for the railroad back in 1918. Hogg made the 1,200-mile round trip through impossible terrain and devastating temperatures on his H-D Sport Twin without one breakdown.

Did you know that Hogs once flew? Back in 1924, aeronautical engineer and biker, Harvey Mummert built a wooden-frame monoplane with a 26-foot wingspan utilizing a 61-cubic-inch "J" model Harley engine. He later used a "J" engine to power a bi-plane of his own design. See, pigs *can* fly.

Did you know that Harley speedometers used to "lie" on purpose? The factory called it a safety factor. The speed demon on a 1950 FLH going 100 mph was, according to the speedo, actually toolin' along at about 86-87 mph.

Did you know that the *Easyriders* Hog Ranch was used as the site of "Waynestock" in the Paramount movie *Wayne's World II*? Yep, the production company for the project turned over 2,000 crazed rock 'n' roll extras loose on the compound for two weeks during the summer and the results can be seen in the upcoming sequel. Party on, dudes.

Did you know that the H-D Racing Team invented the quick "pit stop"? It's true. It started back in 1919 when Bill Ottoway's "Wrecking Crew" lead Harleys to victory on the board tracks. Bill's mechanics and riders worked on precision stops which included fresh tires, fuel, oil, fresh goggles and a drink of water or juice for the rider, all in under 60 seconds.

Did you know that it's against the law to kiss a horse in Gallup, New Mexico? Other strange acts which are still against the law include: tickling a girl in Norton, Virginia; having two men drink out of the same bottle in Cleveland; blowing your nose in public in Waterville, Maine; or relieving yourself while wearin' roller skates in Portland, Oregon.

Did you know that helmet laws are unconstitutional?

Did you know that the Harley of 1911 could do the work of three horses? That was the popular advertising slogan from Harley print ads of that period. The ad goes on to say that the bike was rated as the most comfortable, due to its nifty "Ful-Floteing" seat.

Did you know that Harley racing legend Joe Petrali once flew from California to Arizona for a burger? Hillclimber and racer Petrali worked for Howard Hughes for 10 years as the flight service manager of his Culver City plant. During that time, "Smokey Joe" experienced many of Hughes' eccentric quirks, like being awakened in the middle of the night to fly with Howie to Phoenix to get a hamburger. Joe was also aboard the famous "Spruce Goose" on its one-time flight over Long Beach Harbor in 1947.

Did you know that *Easyriders* magazine is "a blunt but sophisticated and effectively written publication featuring in-depth articles dealing with various sexual mores, together with eye-catching nude female figure studies and mail-in beauty contests featuring photographs of the readers "Ol' Ladies"? Whoo baby, that's how we shape up in the British book, *Harley-Davidson, the Milwaukee Marvel* written back in 1981. But wait, there's more. Did you know that *Easyriders* "vigorously promotes the free-swinging biker life style as being fanatically pro H-D"? Sounds like us, all right.

Did you know that the star of *Gone With The Wind* studied his lines while "in the wind"? Yep, Clark Gable, a big-time Harley rider who loved ULs and FLHs best, used to rehearse his movie lines while enjoyin' leisurely putts on the country roads around Southern California.

Did you know that helmet laws are unconstitutional? At least they used to be. Back in 1977, *Easyriders* reported that a judge in Painesville, Ohio, ruled the state's helmet law unconstitutional, saying, "The law is too restrictive of individual rights." Where did all the judges with guts go?

Did you know that a Harley Servi-car made it into *Ripley's Believe it or Not*? Well, believe it or not, police officer Bill Curry and his H-D three-wheeler made the big time by marking parked cars for tickets back in 1942. Seems the cop could speed along on his bike and chalk-mark up to 18,000 cars a day. That's about five million parking tickets a year. ⊙

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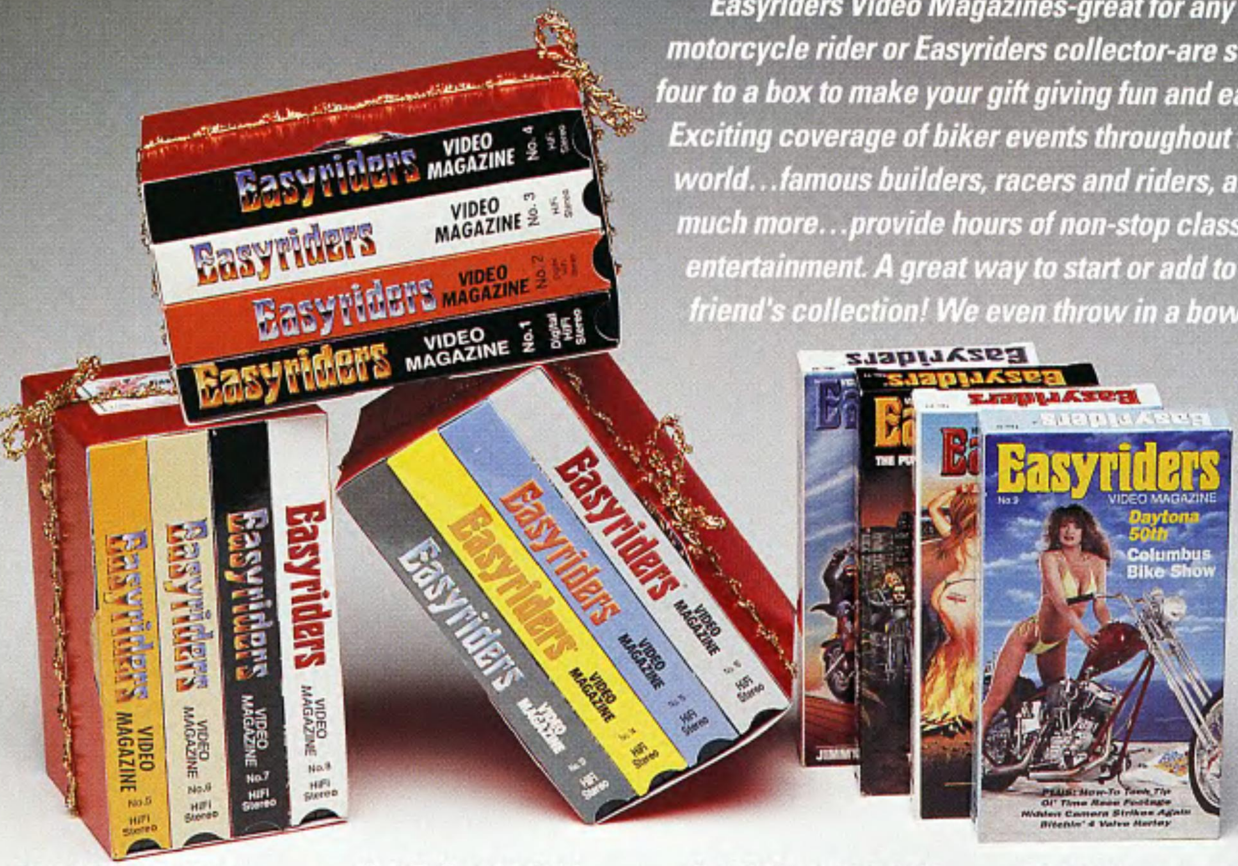

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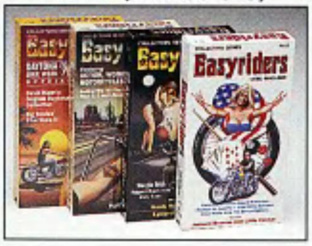

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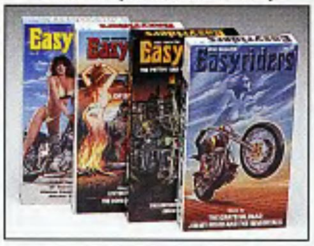

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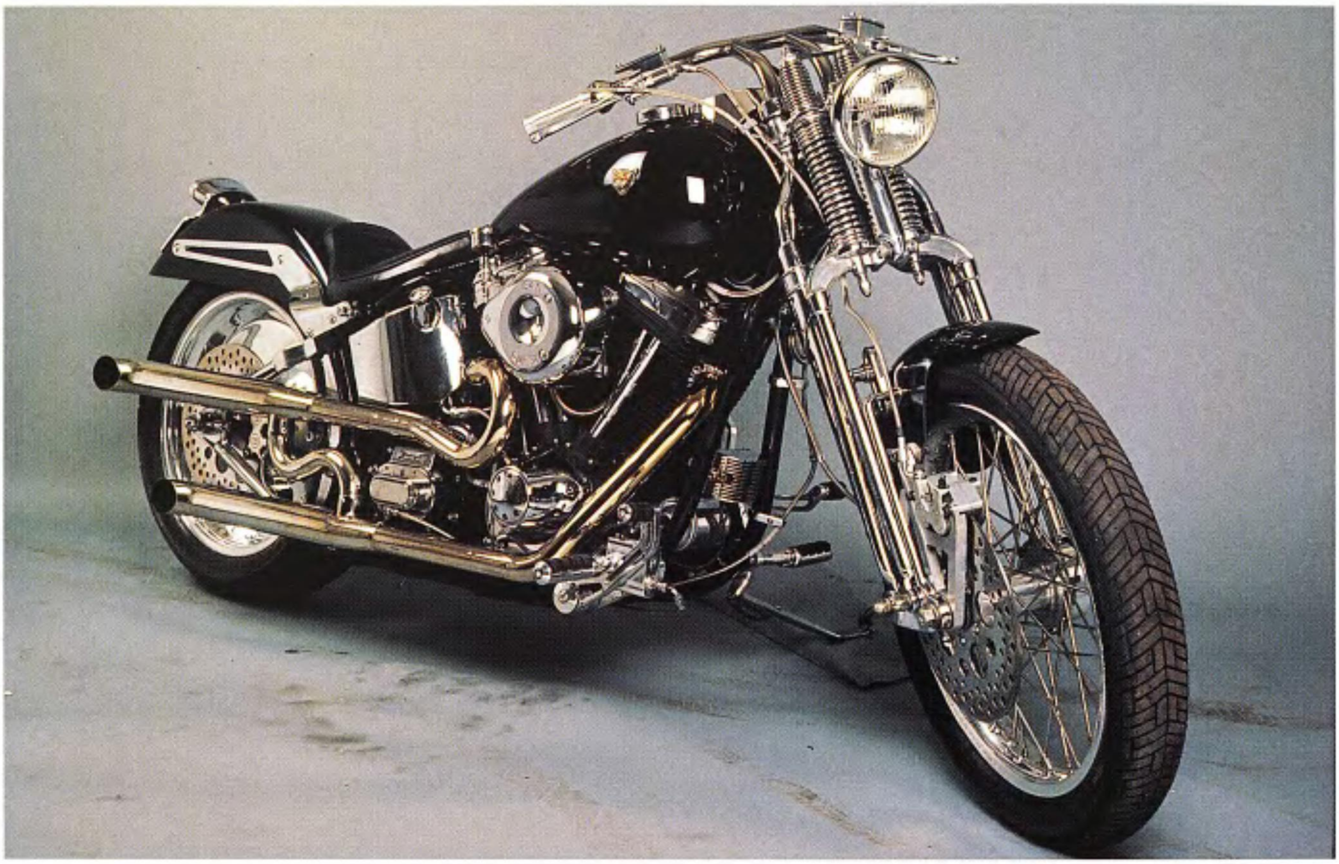
READER'S

RIDE



Richard La Plante, London, England

1991 Harley-Davidson Softail Springer

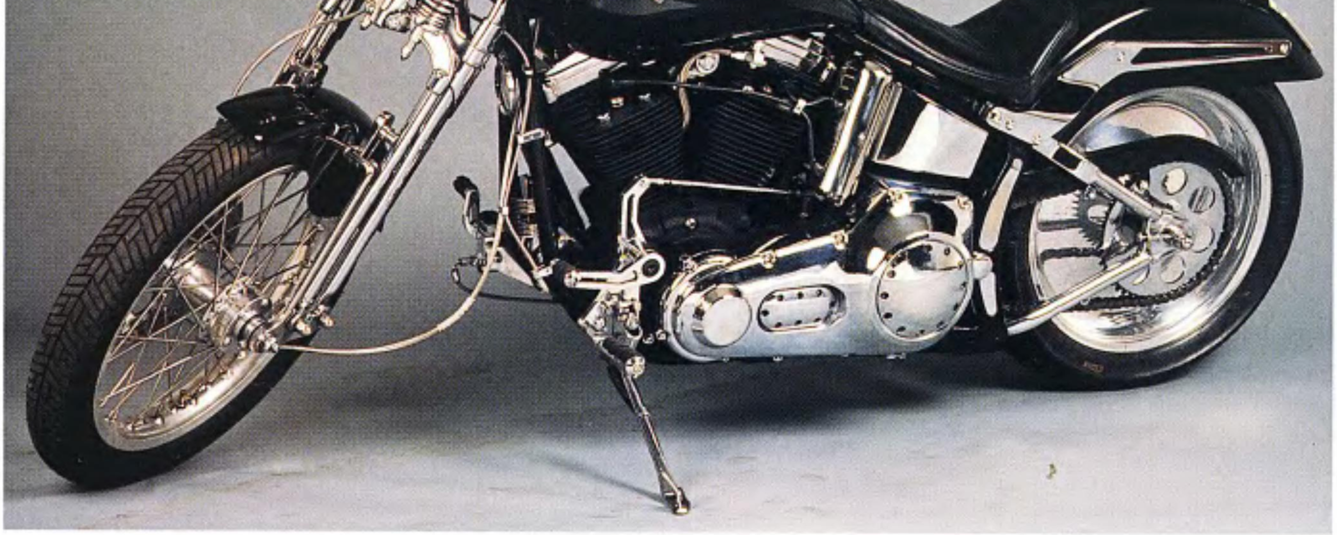
I met Richard La Plante at his book signing in Los Angeles. Behind him, a small Oriental man was demonstrating the praying mantis-style of martial arts. Richard's novel is titled *Mantis*. It's a thriller with one of the heroes being a biker. Helluva book—I just finished it.

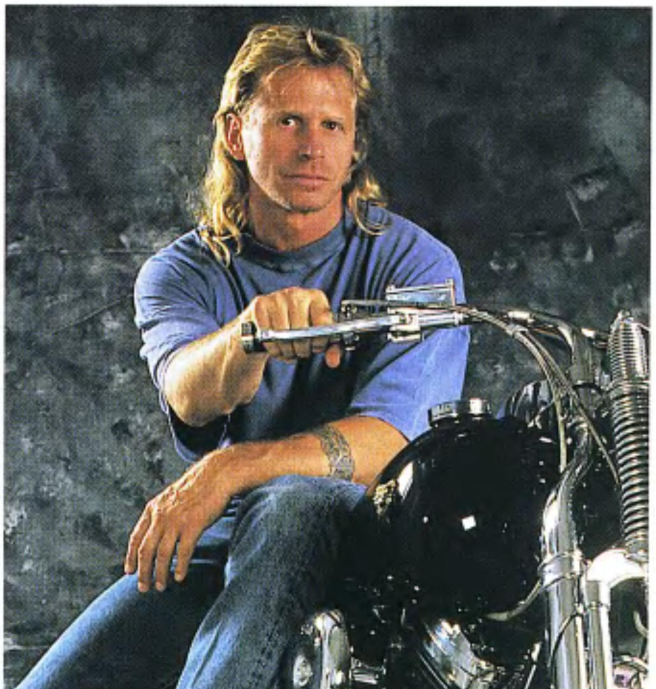
His Softail was one of the first springers to cross the Atlantic. Originally set up by Fred Warr's Harley-Davidson (in England since 1924) with Branch heads and a Bartels' H-D exhaust system, the bike rolled through 10,000 miles of European road. Then Ultimate Performance in Long Island City, New York, transformed it with STD cases, Sputhe barrels, and an Andrews EV 5 cam. Rally and Race, a performance shop in Edmunton, England, built the stainless pipes. All those elements boosted the power to 100 brake horsepower. And, finally, Battistinis in Bournemouth, England, added some Arlen Ness components to complete the appearance department.

So this works for our Performance Special. And this winter, when the freeze has you locked down, add a handful of horses to your asphalt blender and read Richard's book. It'll have ya peeking through the blinds at your neighbors.

—Bandit

General	**Forks**	
Fabrication by: Ult. Perf./Battistinis	Type: springer	
Year and make: 1991 H-D	Builder: H-D	
Model: Evo	Special feat.: KüryAkyn lowering unit	
Chroming by: Battistinis	**Accessories**	
Engine	Bars: Ness pullbacks	
Year and model: 1991 blockhead	Lights: headlight lowered 5 inches	
Rebuilder: Ult. Perf./Alan Fisher	Gas tank: Battistini	
Displacement: 95 cubic inches	Oil tank: H-D	
Transmission	Seat: Dave Batchelor/P&D Services	
Shifting: smooth	Other: Ness grips, front & rear fenders	
Trans sprocket: chain	**Wheels**	
Wheel sprocket: 0-ring chain	**Front**	**Rear**
Finish	Size: 19-inch	Size: 18-inch
Painter: Terry Spencer	Tire: Metzeler	Tire: Metzeler
Color/Type: black, 2-pack	Brake: P.M./Ness	Brake: P.M./Ness
Special paint: Terry Spencer	**Other special modifications:**	
Frame	Ness regulator by Accel, P.M.	
Year and builder: 1989 H-D	hydraulic clutch, Ness offset	
Type: Softail	sprocket kit.	
Alterations: chromed swingarm	**Photos:** Garry Stuart	



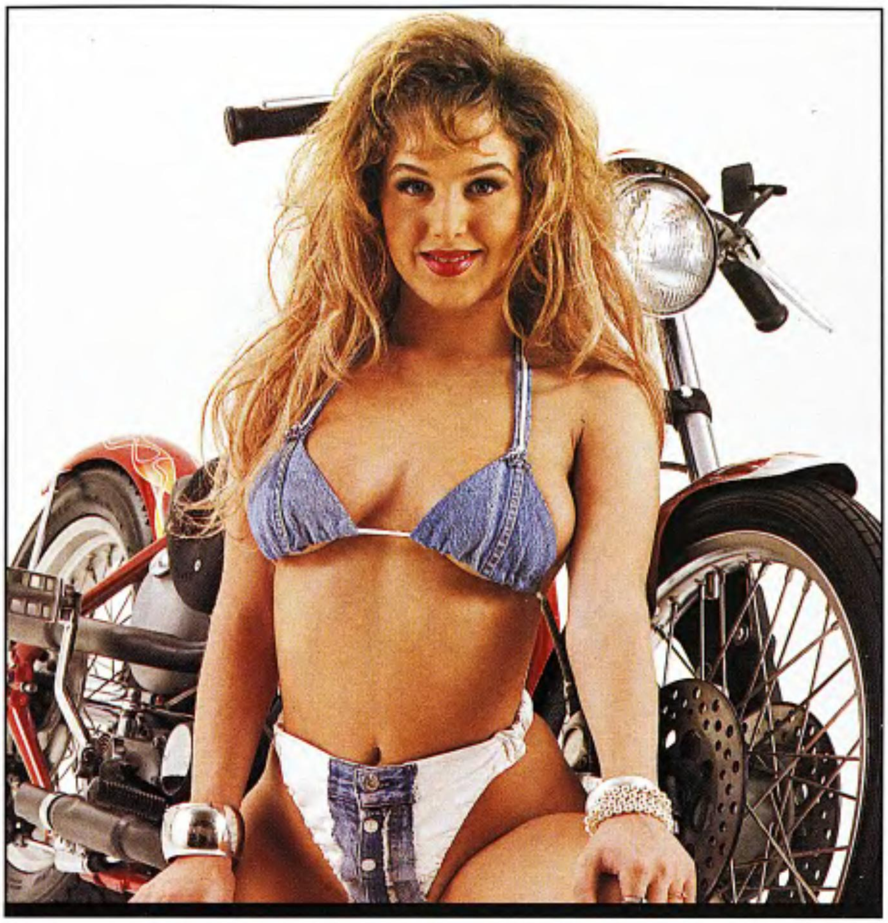


FOX HUNT

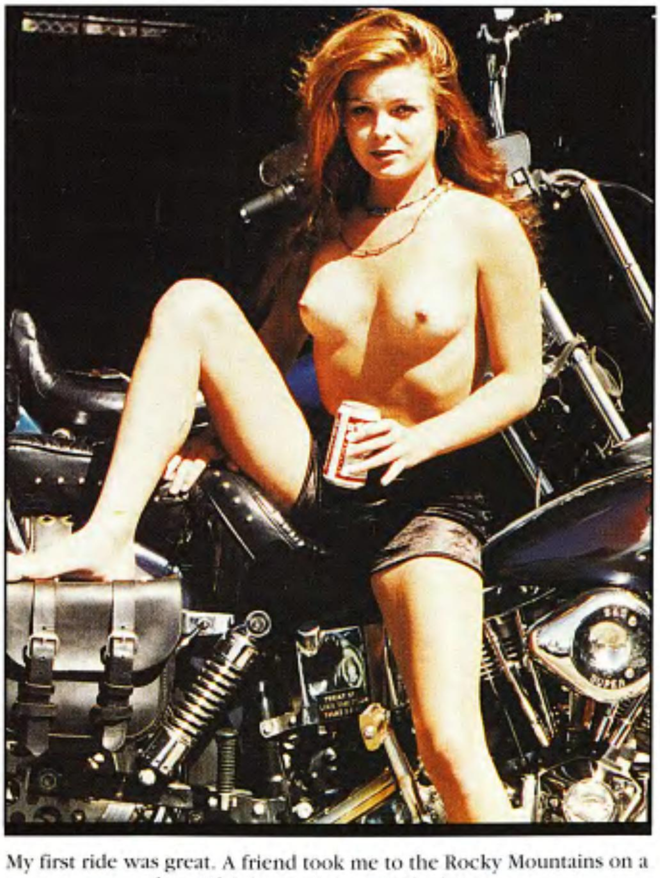
August Winner

Santana isn't just a hot guitar player from the Bay Area. Carlos is also the namesake for a sweetheart from the Beaver State—Portland, Oregon, that is. This Santana is a 20-year-old, quiet, responsible beauty. She lives on her own and makes her living dancing nude. Santana enjoys swimming, mountain biking, horses, photography, modeling, and watching basketball. She got off riding on Clean Dean's and my bike while in L.A. Of her first trip to California, she said, "I loved it. It was exciting, a great vacation. I loved being on Midget's bike. It was the perfect height." The classy youngster belies her youth with a musical fondness for classical, jazz, blues, and "sexy stuff—no Top 40." Check her sexy stuff on page 56 with Midget Gasink's shovel.

—Loudmouth



I used to ride a rice rocket. I never knew what a bike was until I rode a V-twin. It's the ultimate.
Kimberly, Indiana—#101



My first ride was great. A friend took me to the Rocky Mountains on a beautiful day, and we rode for hours.
Jennifer, Colorado—#102

Shivering with anticipation, I mounted the bike. As soon as it started I felt the awesome power that can only come from a Harley.
Alys, Texas—#103

On my first ride I wound up in New Jersey in a flash flood. We roughed it all the way. I loved it!
Diane, Pennsylvania—#104

Having ridden horses all my life, I love the feeling of raw power under me. After my first iron horse ride, I've been into black leather.
Shaunda, California—#105

The ringing in my ears and the vibration between my legs was totally unbelieveable. I was hooked for good.
Dallas, Florida—#106

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FOX HUNT

Ladies, make $500 by being selected as the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. That's right, Ma Bell's definitely on the rag, and there are no phone votes anymore! But there's still a new winner every month.

Okay, bros, here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude).
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives. Color slides are best. Sorry, no photographs can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or the back of a sealed envelope—and mail it in to #247 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you can begin sending in your votes starting December 1, 1993.

Here she is, bros, the ninth monthly winner in our 15th Annual Fox Hunt, Roxie, #905, from Atlanta, Georgia. See more of her next issue.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The deadline for voting for this month's colorful crop of cuties is December 31, 1993. We'll print the winner in the May 1994 issue.

FOX HUNT
P.O. Box 3000, Agoura Hills, CA 91376-3000

247

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________

Address ______________________

City __________ **State** __________ **Zip** __________

Daytime Phone ( ) __________ **Evening Phone ( )** __________

I am _____ **years of age, born** ______________

I will pose Topless ________ **Full Nude** ________

Model's Signature ______________________

Send a photocopy of your picture I.D. that shows your signature and photo.

Photographer's Name ______________________

Address ______________________

City __________ **State** __________ **Zip** __________

Daytime Phone ( ) __________ **Evening Phone ( )** __________

Photographer's Signature ______________________

Don't forget to vote. These girls are depending on you.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

____

____

____

DESK TECH

How The Hell?

It all started during an editorial meeting. Clay Dog didn't like his assignment for the month, and when he jumped up in protest, he accidentally bumped the computer monitor off my milk crate. This incited a full-scale riot with the other members of the staff, and soon everyone was pushing and shoving, with my old milk crate desk in the center of the boardroom brawl.

When the rumble was over, my wooden crate resembled a pile of toothpicks on the floor. That did it. It was time for creative thinking and some help from our bike-building friends. I had the makings of a panhead engine in my garage, and with a call to Ron Paugh at Paughco in Carson City. Nevada, I located a bent frame and front end (photo 1). Ron has been in the frame and front end business for over 20 years, so he had plenty of trashed parts lying around. He's now building replacement frames for Softails.

The goal was to use predominately broken or unuseable parts. I dragged the panhead mill to Micah McCloskey's new shop in Canoga Park, California (which is as nice as any dealership, by the way), and we bead-blasted the cases, black wrinkled the barrels, and dug through bins for assorted parts.

With the engine, frame, and front end slapped together, I began planning how to make a top. Silvermoon, one of our photogs, suggested the exhaust pipes hold the glass at the back. I was going to build a sissybar. I decided that no matter what handlebars we rested the glass against, the top would be too high—34 inches or more. Then an idea struck. We'd cut a hole in the glass, and let the springer springs extend through. Kenny Price at Samson Exhaust Systems in Anaheim, California, fabricated the pipes (photo 2) and welded a 2-foot crossmember across the top of the frame just behind the neck. It was the perfect height—31 inches. Two half-inch, round stock supports were welded to the frame and crossmember (photo 4). With the →

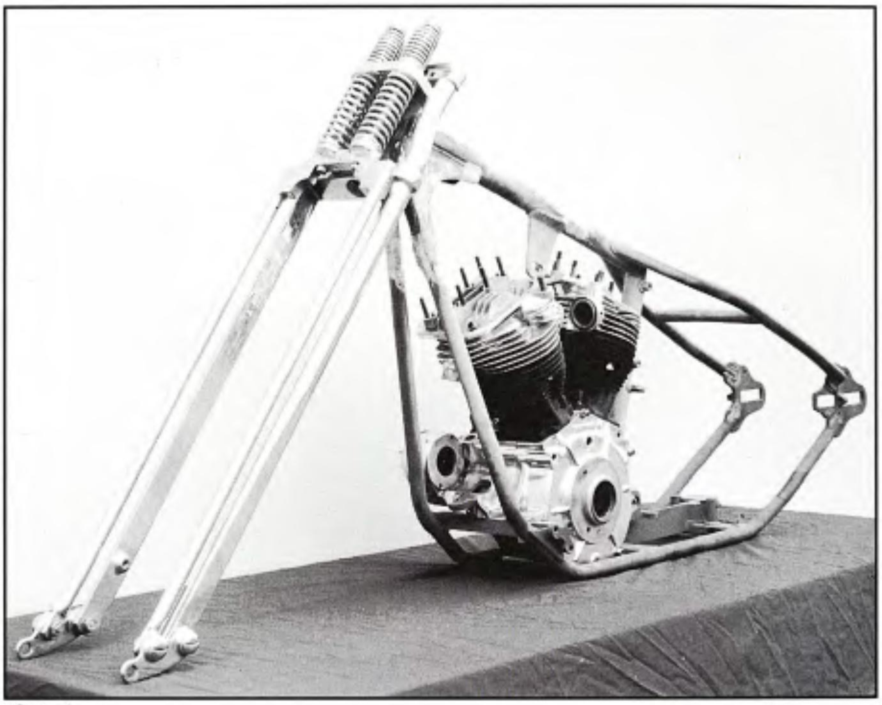

Photo 1

Photo 2

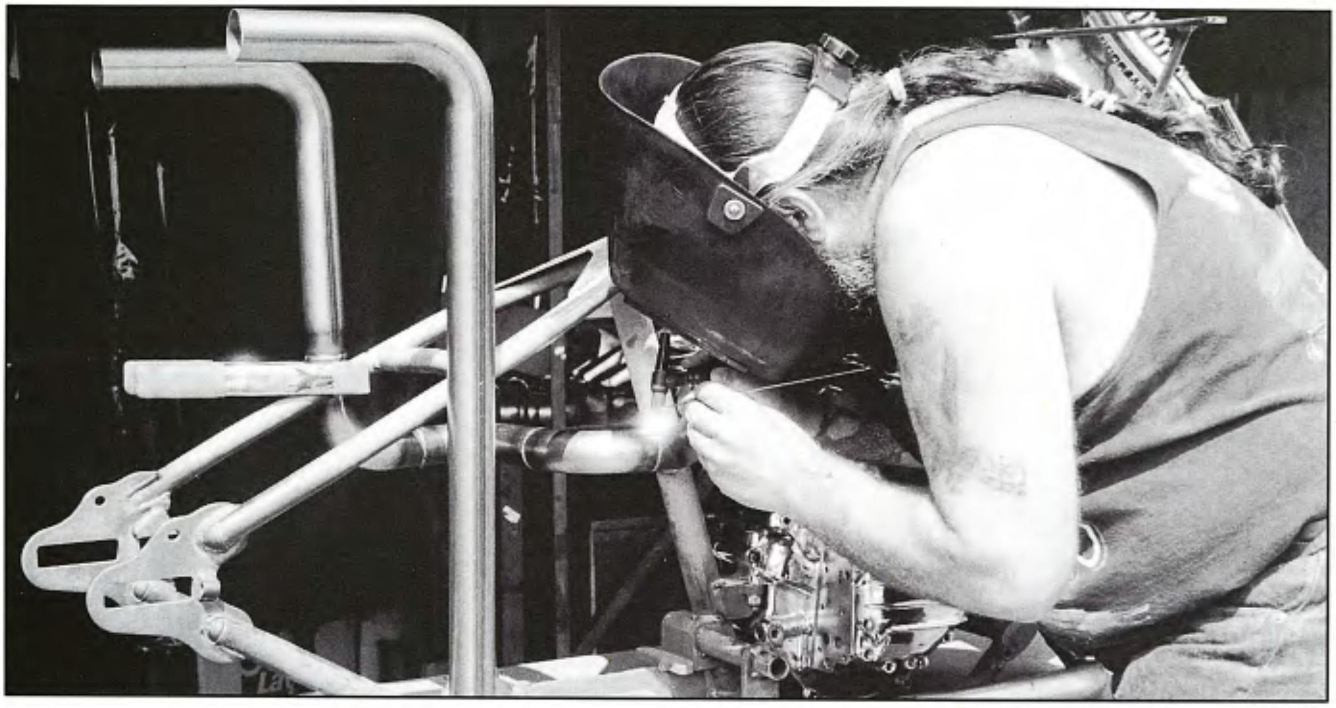

Photo 3

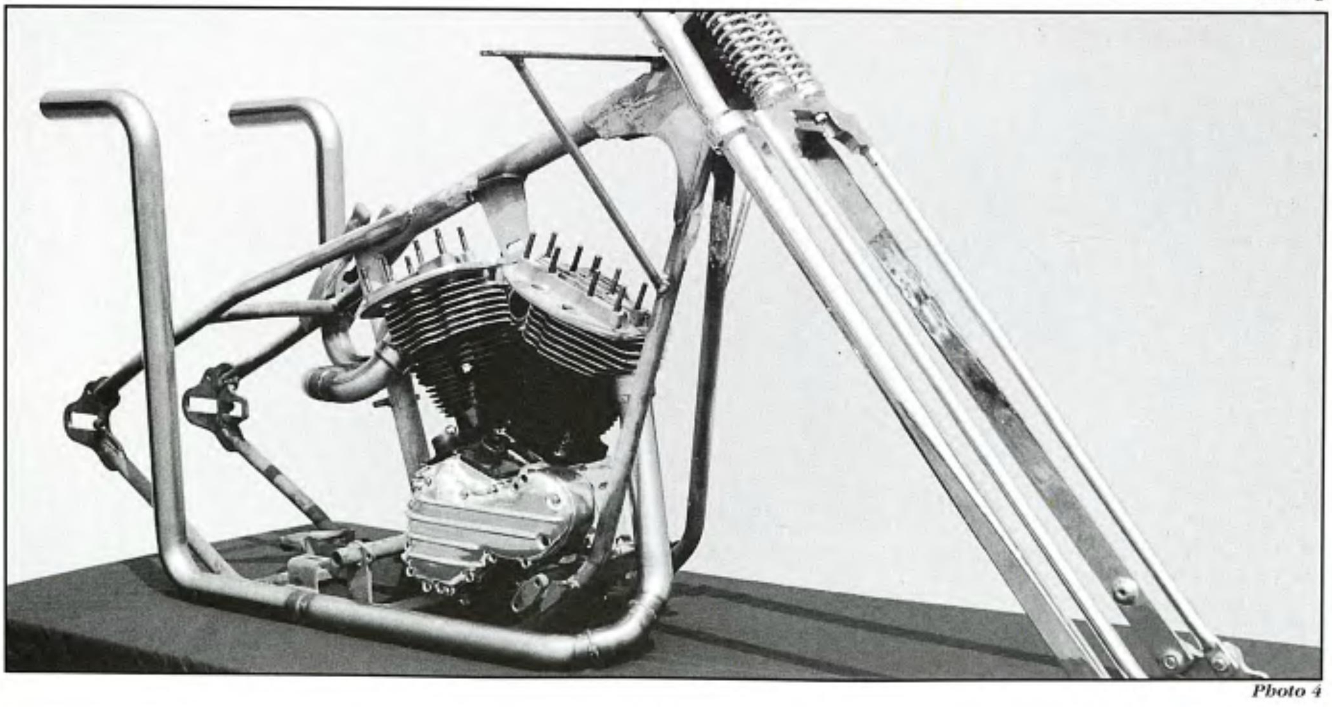

Photo 4

pipes back from Kenny, I welded the support brackets in place, sent the parts to be polished and chromed and began molding and painting the frame in basic black. Astro Plating in Van Nuys, California, handled the bright work, while I sanded bondo and hunted for parts. Silvermoon suggested the molding on the already clean frame. I went for the line, then remembered how much I hated molding frames. Besides, I'm not worth a damn as a body and fender man.

Drag Specialties was the major supplier of odds and ends for the project, and with their assistance the last elements fell into place. After the chassis was assembled, we discovered a weak spot on the front of the glass. Silvermoon and I dug up an old spotlight and mounted it as a headlight, supporting the glass extending forward of the springer.

The glass was supplied by Ralph Odriena, a biker in the San Fernando Valley. It's 3/8-inch thick and shaped like a fat, oblong surfboard (photo 5).

Broken and bent parts are rolling in from all over the country

But like most bikes, the project is never completely finished to the owner's satisfaction. We plan to cut some wheels in half and put rear brakes on it. In addition, Micah has located a wasted tranny case (I need a spot to drive my size 12s into, so the back of the case will be cut off for a boot garage), and Keith Machinot, the seatmaker from Florida, is making a seat and sending a rear fender. Broken and bent parts are rolling in from all over the country, including a creative oil bag and an under-the-glass, slim gas tank. Won't be long before I come in the office to find Streamliner crew chief and our tech editor, Keith Ruxton, tuning the desk for a dyno run. He'll have a tough time getting fuel through the intake manifold I handmade 15 years ago. He likes a challenge, though.

—Bandit

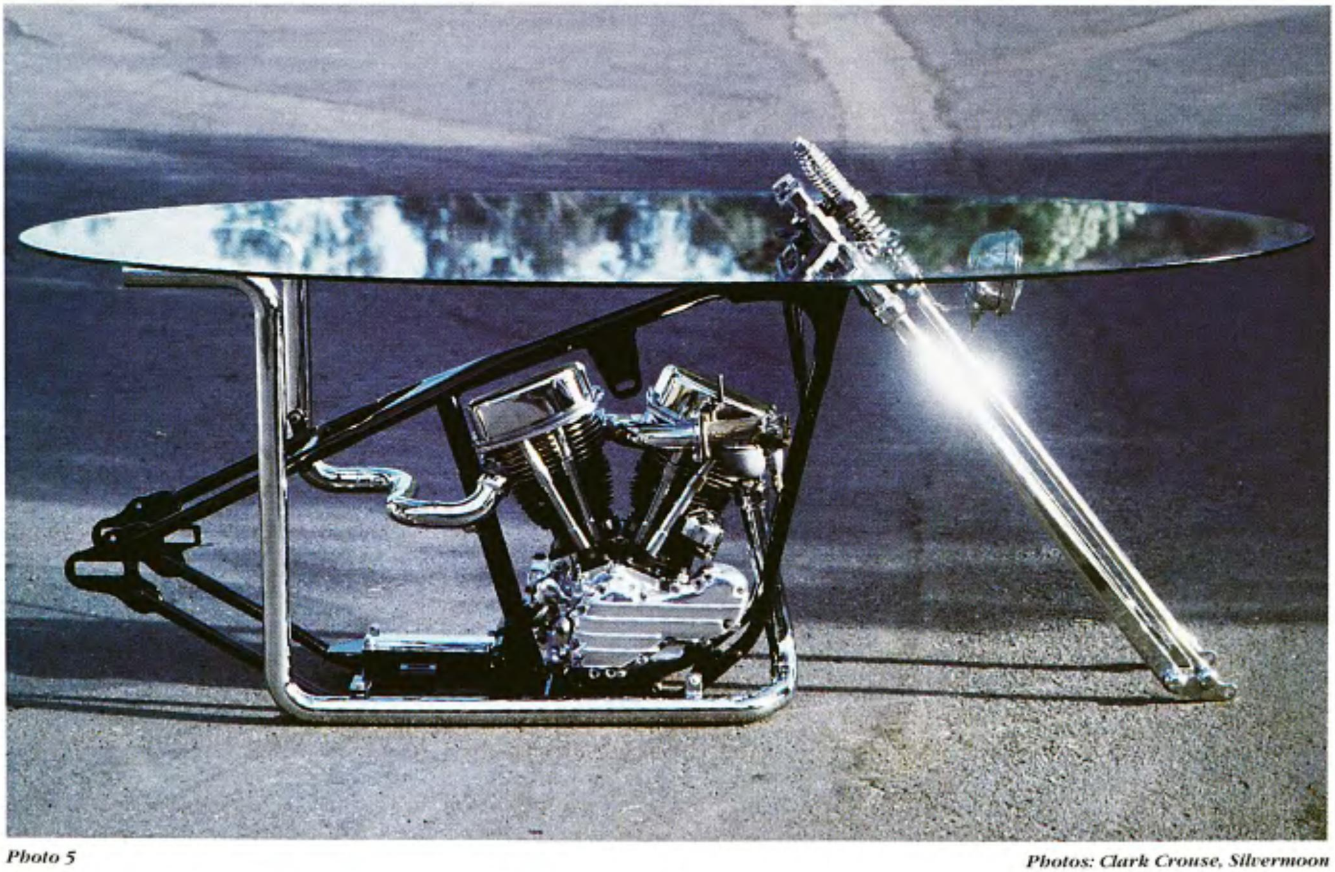

Photo 5

Photos: Clark Crouse, Silvermoon

FREE *EASYRIDERS*

You got it—just make a purchase of 40 bucks or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

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Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
Easyriders of Scottsdale, 3748 N. Scottsdale Rd., Scottsdale

California
Eagle's Nest, 127 East Tulare Avenue, Tulare
Hi-Tech Custom Harley, 5931 Van Nuys Blvd. Van Nuys
H-D of Glendale, 3717 San Fernando Rd., Glendale
Palm Springs Harley-Davidson, 19345 N. Indian Ave. N. Palm Springs
RPM Cycle, 1727 National City Blvd., Nat. City
South Coast Harley-Davidson, 345 E. St., Chula Vista
Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
R.A.M. Enterprises, Same Owner Bros.,1524 Camden Ave., Campbell.
Easyriders Store, 7450 Melrose, Los Angeles
U.S. Enterprises M/C, 9804 Central Ave., Montclair
Easyriders of San Diego, 363 Fifth Ave., San Diego
Easyriders of Newport Beach, 1230 West Coast Hwy., Newport Beach

Colorado
Action Cycles, Inc., 2605 Delta Drive, Colorado Springs
John's Harley-Davidson, Inc., 2135 Mulberry St., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
McDonald H-D, Inc., 2571 Hwy. 6&50, Grand Junction
Two Wheelers M/C Shop, 1433 W. 38th Ave., Denver

Florida
Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19, South, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Hog Heaven Cycle Acc., 7254 S. W. 40th St., Miami
Harley Motor Works, 2330 N. Newhaven, Melbourne
Custom ACC, Inc., 3811 Dixie Hwy., Pompano Beach
Brothers III, 2401 N.W. 16th Lane, Pompano Beach
Doc's Cycle Inc., 6125 Stirling Rd., Davie
Privateer Cycle Co., 4115 Barrancas Ave., Pensacola
Easyriders of Naples, 1450 Airport Rd., Naples

Georgia
Blue Ribbon Cycles, 2137 Dixie Ave., Smyrna
Banshee Cycle, 2507 N. Lumpkin Rd., Columbus

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Ryty Custom Cycle, 4548 Kukui, Kapaa

Illinois
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Walter's Bros H-D, 1212 S/W Jefferson St., Peoria

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Rolling Thunder, 275 Columbia Avenue, Peru

Iowa
Walkers H-D, 101 Broadway, Red Oak

Kansas
Central M/C Inc., 13010 W. 63rd, Shawnee
Newton Cyle & Leather, 115 S. Kansas, Newton

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H-D of Washington, Inc., 9407 Livingston Rd. S.E., Ft. Washington
Rockville H-D, 7830 Airpark Rd., Gaithersburg

Massachusetts
H-D Freedom Center Inc., 220 Boston Rd., N. Billerica
Dave Frank Motorcycle Sales, 81 Bridge St., Salem
Mad Man's Cycle Works, 312 Main St., Hudson

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Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16297 Eleven Mile Rd., Roseville
American Disount Cycle Mart, 77 South Telegraph, Pontiac

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine

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County M/C Parts, 7348 North Lindbergh, Hazelwood
Easyriders of St. Louis, 14912 Manchester Rd., Ballwin

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

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Dave's Cycle, 122 Alcazar St. S/E, Albuquerque
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Action Cycles, 1675 Fairgrounds Rd. N/E, Salem
Easyriders of Portland, 17999 SW Lower Boones Ferry Road, Tigard

Pennsylvania
Blocker Enterprises, Rt. 248, Parryville
Brian's H-D, 1223 W. Lincoln Hwy. (U.S. 1), Langhorne
Rask Cycle, 373 Reibold Rd., Evans City
Wyoming Valley Wheels, Bridge & Beade Sts., Plymouth

South Carolina
Doug's H-D, 2790 Pamplico Hwy., Florence
Low Country H-D, 4405 Dorchester Rd., Charleston
Country's H-D Inc., 1093 Albright Rd., Rock Hill

Texas
American Cycle, 116 W. Highway 190, Killeen
Stubbs H-D, 4436 Telephone Rd., Houston
D&M of Dallas, 11620 Plano Rd. #3, Dallas
Easyriders of Houston, 5803 Richmond, Houston
Easyriders of Laredo, 502 West Calton Rd., Laredo

Tennessee
C&S Harley-Davidson, 6014 Charlotte Ave., Nashville
Easyriders of Memphis, 5124 Poplar Ave., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia
H-D Cycles, 4648 Jefferson Davis Hwy., Richmond
Departure Bike Works, 3093 Hull St., Richmond
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Washington
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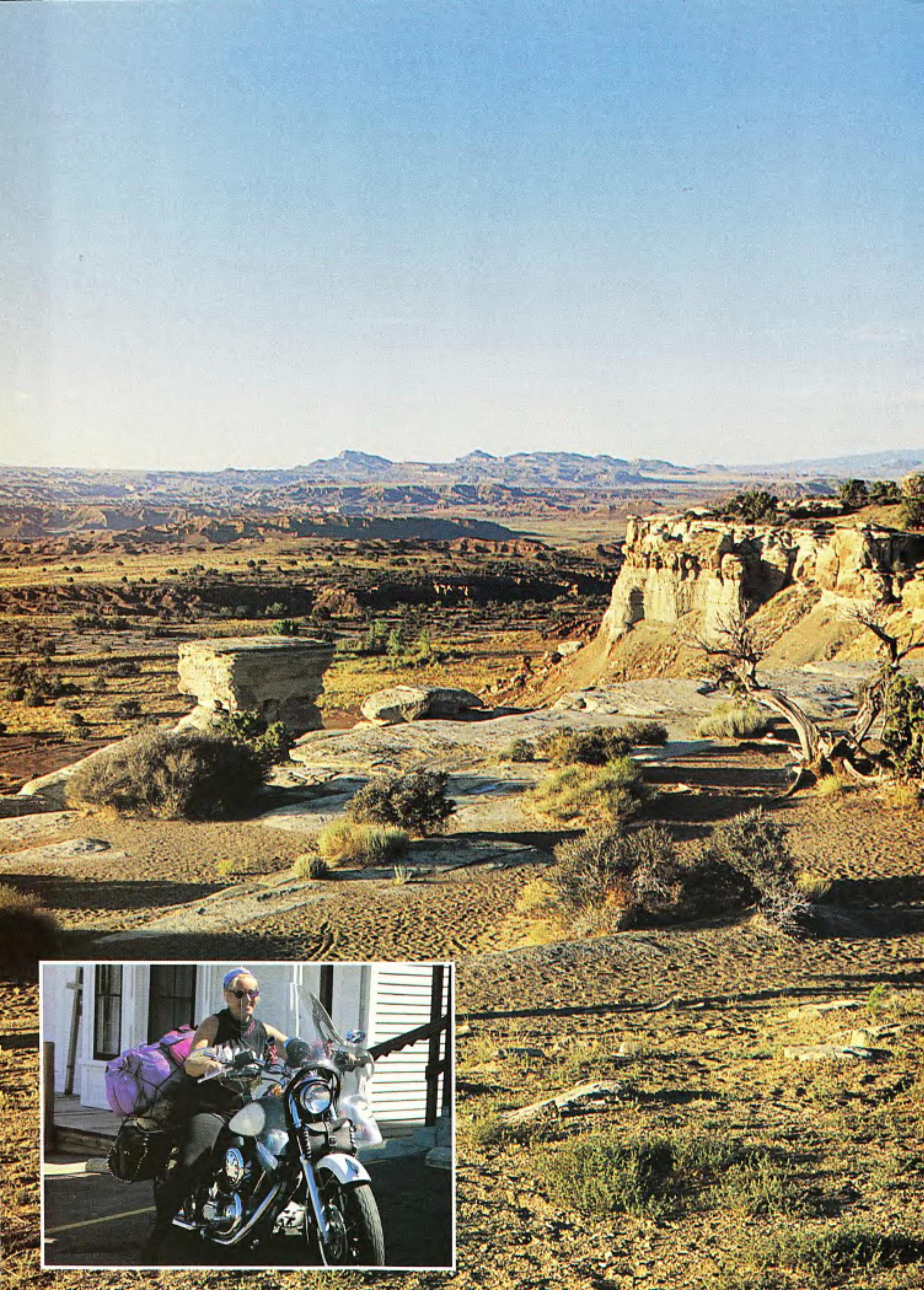
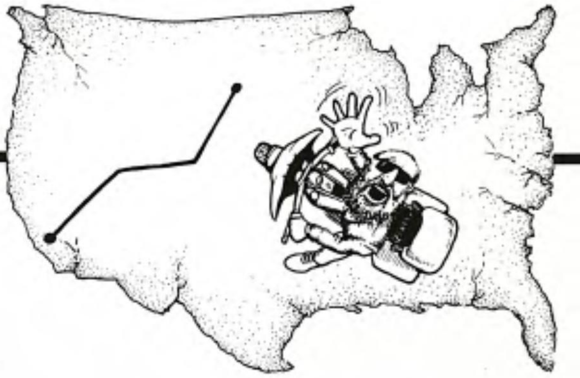
Columbia M/C Co., 3312 E. 4th Plain Blvd., Vancouver
Rebel M/C Mart, 1113 River Road, Puyallup

Wisconsin
Mischler's Cycle Shop, Hwy. 33 N., Rt. 1, Beaver Dam
St. Croix Cycle Sales, Rt. 3, Box 127 B, New Richmond
Harley-Davidson Motorcycle of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 41 and Velp, Green Bay
Hard Drive'n, 103 South Central, Marshfield ⊙



RIP'S RUN



Rip Deadheads It From 'Berdoo To Denver On Sugar Pai, Then Makes His Way To The Fun And Games In Sturgis

Willie G. and Nancy Davidson before being inducted into the National Motorcycle Hall of Fame

Dreams are made here, Black Hills Speedway, Rapid City, S.D.

NIGHT RIDER

In last month's issue I left you readers in California, after riding home from my trip to North Dakota, Montana, and Utah.

Around 8:30 p.m. on August 4, Sugar Pai and I left home ('Berdoo) and headed for Sturgis, South Dakota. Twelve hours later, we pulled into Green River, Utah. En route, I saw one hell of a lightning show. It had rained before we got there. The pavement was wet, but we weren't.

I spaced out and didn't get fuel at Salina or Richfield, Utah, like I should have. Early in the morning at a fantastic view spot off of I-70, I met some Ute Indians selling jewelry. They told me that if I backtracked 14 or so miles to State Route 10 and went north, there would be a gas station in the small town of Emery, Utah. Luck was with me—again. I got there just as people were waking up and the stores were beginning to open for business. Actually, Emery is more of a village than a town. After getting gas, I waved at my new-found Indian friends as I went back by the viewing spot.

In Green River I stayed at the Oasis Motel. It only cost 22 bucks, and the best part about it is the Oasis restaurant. They serve good Mexican food. The rooms are clean and have air and cable TV. I guess I'm a creature of habit, 'cause the first time I rode to Sturgis solo (back in 1980), I stopped at the Oasis motel and restaurant. I met Popeye from Alpine, California, and some other brothers from Joliet, Illinois, during my stay. They were also going to Sturgis, and I rode along with them. →

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Ridin' Free M/C shop crew, Torrington, Wyo.

Rider at Glencoe decorating putt.

Rides with his German sheperd.

Do ya think the rider will stay warm?

We stopped at the Oasis on the return trip, and my putt froze the rear axle, which had to be cut out with a torch. It's a good thing Popeye was along 'cause he rode back to Grand Junction, Colorado, for parts. But that's another story.

When Sugar and I left Cal the weatherman said that it would be 121 degrees in Vegas and Palm Springs—not the kind of weather you want to be riding in for any length of time. It tends to cook the brain, to say nothing of your engine, and your legs get extremely hot from the motor heat.

I rested at the Oasis during the day and left along about nightfall. Before leaving Green River I called my friend Paisano in Denver and told him I was coming his way. Pai was a Bandido patchholder whom I'd met several years ago. I told him that I'd probably be reaching Denver about 2 in the a.m. He said, "come on," 'cause he would be working at a bar until about that time, and that he had a place for me to sleep.

It was cold on top of the Rockies, but Sugar and I plugged along, fighting the 18-wheelers for the roadway. That is, with its rare air, they were jamming gears to keep moving in that high altitude. Sugar was running fine, although I had to drop her in fourth gear on some of the tougher hills. It was a relief when we went through the Eisenhower Tunnel, 'cause I knew it was all down hill from there, and not far to Denver.

Sure enough, we reached Pai's home after 2 that morning. There were Bandidos crashed at his pad. Pai greeted me just as a brother and gave me his young daughter's bedroom for the night. She was spending the night at a girlfriend's house. I was ready to lay down somewhere, anywhere. Two days out of Southern California had beat up my tired, old body, and as I lay down, I thought about what a fine man Pai was.

When I woke up all the guys were gone. Pai had left me a note telling me that they were at the clubhouse, and if I had the time, to drop on in. I rode by and spent a couple of hours taking pictures and socializing with the brotherhood. Little did I know, that would be the last time I would see Pai alive. A lowlife bastard put three bullets into him, killing Pai the Monday after bike week in Sturgis. Rest in peace, brother. Those of us who knew you, will miss you. He was a fellow journalist who tried his hand at publishing an outrageous magazine of biker news and events for the Southwestern part of our country. It was called *Evolution Changing Times*. Boy, that pisses me off. I hope they fry that bastard. He did

Grooving for a better bite, Black Hills Speedway.

Chris Carr, #1 H-D man, Black Hills Speedway.

get the shit knocked out of him, but not before killing Paisano. All right, that's enough; death is the ultimate downer.

Leaving the Bandidos Denver clubhouse, Sugar and I rode north on I-25 to Wyoming. Getting on State 85, I stopped in at Torrington, Wyoming, to visit Ridin' Free (a Bros Club dealer). It's a small shop, but they have lots of stock and can fix any scoot. If you're broke down they'll come to your rescue. They tried to kidnap me, but I couldn't hang out so close to Sturgis. So, I split north back on Route 85.

The road to Newcastle, Wyo., was torn up in several spots. Sugar and I had to ride 8 miles on gravel, which was fucked, but we went slow and made it okay. The only problem was the cage drivers. These assholes didn't want to pass, but they just had to hug Sugar's ass end till I felt like stopping and punching their lights out or dragging them behind my putt on a gravel road to show them what road rash feels like. Sugar and I were packed down to the max, and it wouldn't have taken much of a fuck up to bring us down. Those bright headlights didn't help a bit. They had absolutely no consideration for this bike rider.

That evening found Sugar and I at →

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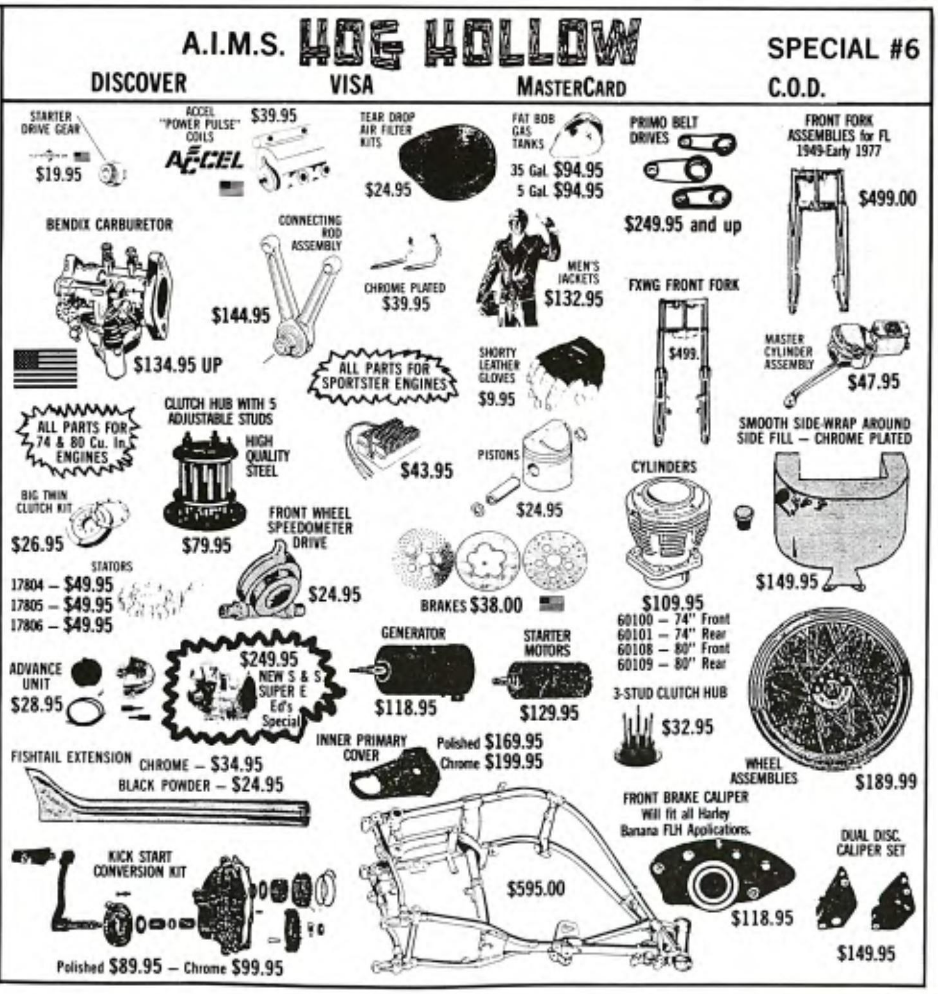

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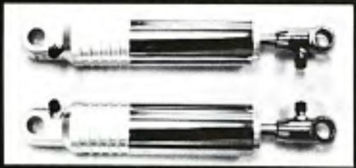

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Flying V Cambria Inn crew, Newcastle, Wyo.

Marnie rode her Fat Boy from Florida.

Delbert McClinton entertains at Buffalo Chip.

The Pig Performance Motorcycle family, Rapid City, S.D.

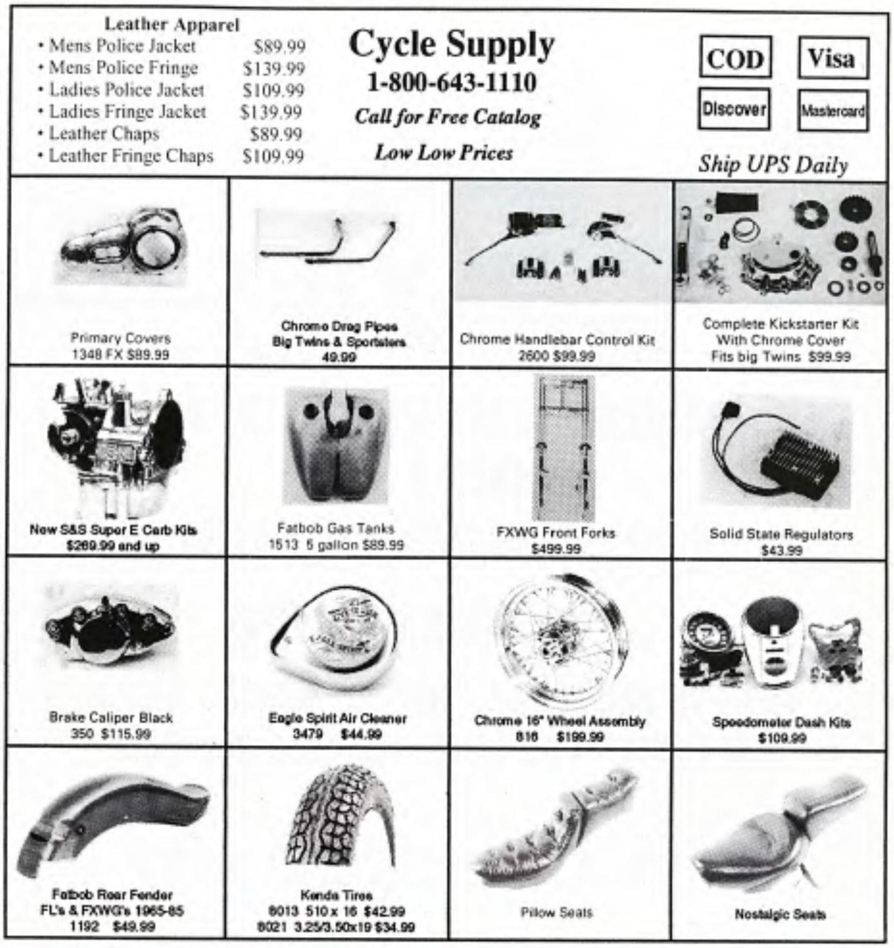
the Flying V Cambria Inn in Newcastle, Wyo. It's only a short distance from Sturgis and is a favorite watering hole for many riders this time of the year. The three blood brothers, Al, Larry, and Frank, along with Larry's wife Twylla, have done a great job fixing the place up since they bought it several years ago. These native New Yorkers love the wide open space of Wyoming. At the Flying V Cambria Inn, they offer food, lodging, and beverages. Check it out when you're nearby. Good luck, folks.

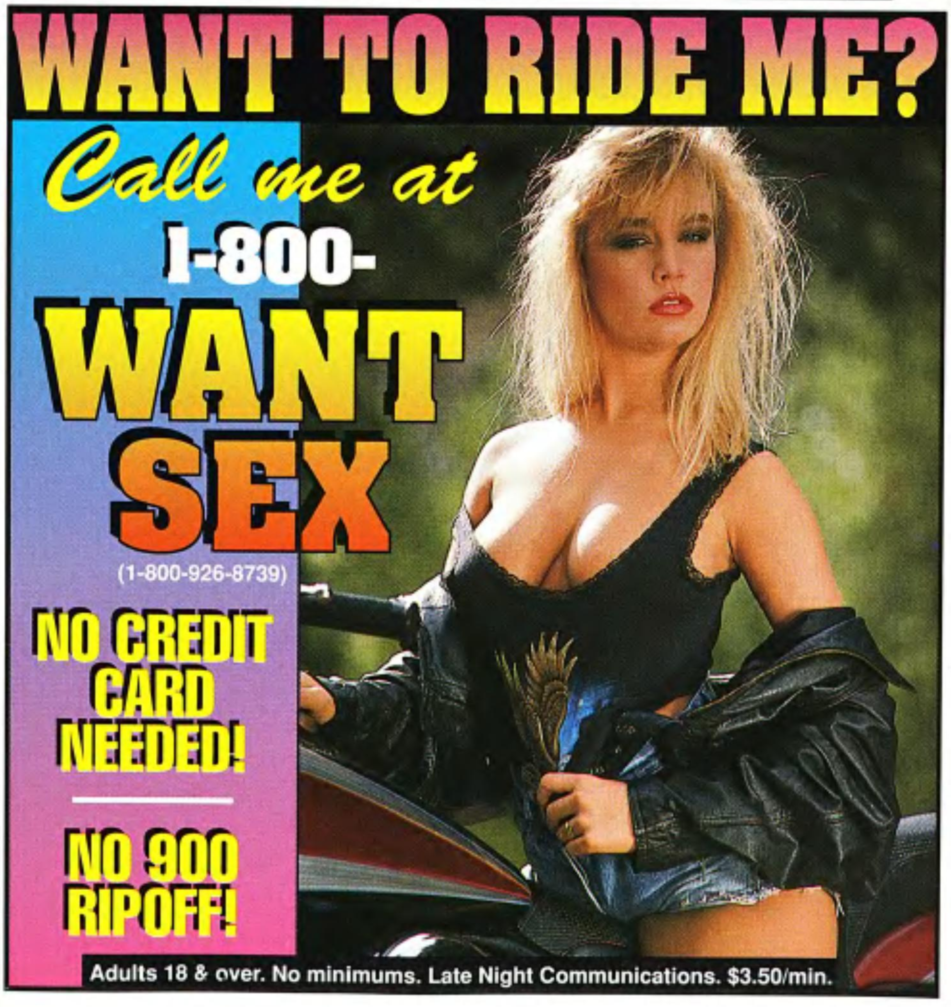
I stayed busy while in town. But before humping, I got a short break and met a fun group of folks calling themselves the Crotch Cannibals MC. They're a group of riders who party together each year at Sturgis. They hail from Massachusetts and Oklahoma. I don't think that they are a motorcycle club per se; rather, they're a group who get together to have fun. They camped out at the Glencoe campgrounds with a bunch of riders flying the Zoom Dweebies MC banner. Last year they were the Cheezy Riders MC. Each year they make small patches, T-shirts, and banners to mark the occasion. They are a fun bunch, and I laughed my butt off at their jokes and antics.

The group has memorized the following limerick which fellow Cannibal rider Tim Bauer related to me. It goes like this: "Suck, fuck, screw, gobble, nibble, and chew. That is what we were put on Earth to do." Tim has appeared at a comedic workshop in O.K. City and is fun to be around. He kept me laughing.

I also stopped in at the Pig Performance Motorcycle Repair in Rapid City. The shop owners, Porky and Cyndie, are doing better than they have for quite a while. It's been a tough economic road. Their principal money-making time of the year is during the Rally. The rest of the year is marginal. Since last year, they have converted the front of their shop and store into a casino. They have 10 poker machines in operation. So let's say you rode a couple of thousand miles to get to Sturgis. The oil in your putt is tired and dirty, ditto the filter. So ya roll into Pig Performance and leave the bike with Porky in the back. You then head to the front of the casino and get something to eat in their deli. They have the big screen TV going for ya and will serve ya a cold frosty brewski.

If ya have some change, ya might meander over to the poker machine and drop a couple of coins into the slot. After a few hands, ya hit the jackpot and pay for the oil change, the food, and the beverage—plus, put some →





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Crotch Cannibals MC in Sturgis, S.D.

ducats in your pockets. It's possible; it can happen. If not, you're still ahead, 'cause this is the only bike shop in the country that has legal gaming machines. Go by and check it out. Tell ol' Porky that ya heard about it on these pages.

Also, I should say that for the last few years, Porky has had a dude in the parking lot with a portable dyno to tune your bike. If you're into drag racing this is the place to take your putt before setting out to the strip. Ya know, Sturgis has some elevation and ya need the proper jets to make your ride run its optimum. The casino has been done in a funky soda fountain '50s-style. That is, one wall sports a life-size photo of a popular bike rider from Indiana—James Dean. In another corner you'll see a barber shop pole and chair. You'll feel comfortable at Pig Performance. The air conditioner keeps it cool, the brews are cold, and the big screen TV is hooked up to a VCR and can show ya some *Easyriders* tapes, if ya wish. What more can you ask for? Some head? You wish, but South Dakota banned that back in the late-'70s.

Riding back to Sturgis I covered the All-Harley Drag Racing Association's (AHDRA) program. I went to the induction at the National Motorcycle

Museum and Hall of Fame and took a family portrait of the MRO officers in Spearfish. Also, we rode to the Black Hills Speedway in Rapid City and covered the flat track Camel Pro half-mile roundy round dirt race. You can check out the drag races and the flat track photos in our next issue of *In The Wind* (January 1994, #61). At the Buffalo Chip Saturday night Delbert McClinton played an hour and a half over what he was contracted for. He must have enjoyed the crowd. The campground was packed with fans, and when he tried to leave they raised a ruckus and brought him back for another 20 minutes worth of tunes.

Well, that about does it for another issue. My body's beat to shit with all the miles and late hours. I've got to hide out and heal up before heading out to Michigan for the next *Easyriders* Rodeo. Hey, I'm not complaining. I'm having too much fun and wouldn't want it any other way. Neither would you.

By the time this reaches you it'll be getting cool in some parts of our country. So while you're sitting around the fire reading this, grab a pen, pencil, crayon, anything to write with and a piece of paper. Jot down some happenings in your area. A good phone number would be welcomed. I'd like to come out for a visit. I don't eat much and I buy my own gasoline and clothes.

—Rip

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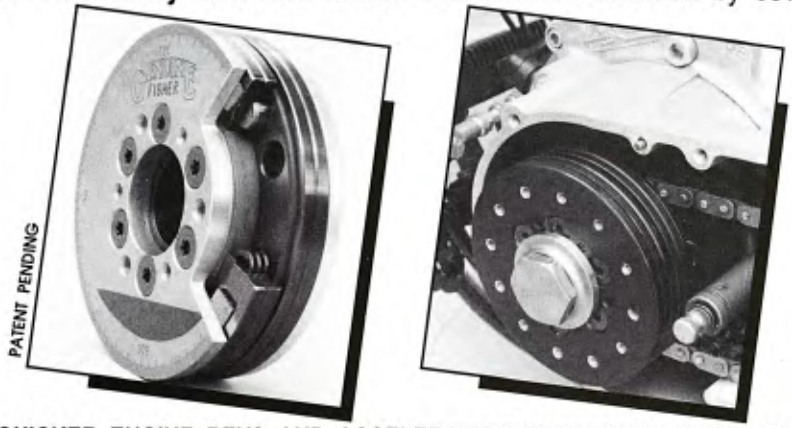

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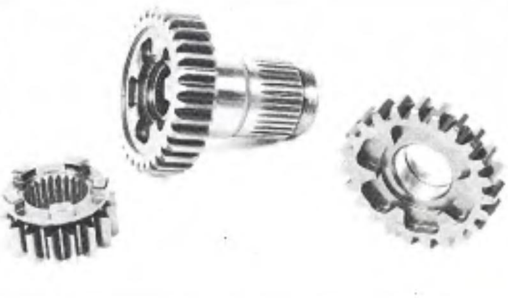

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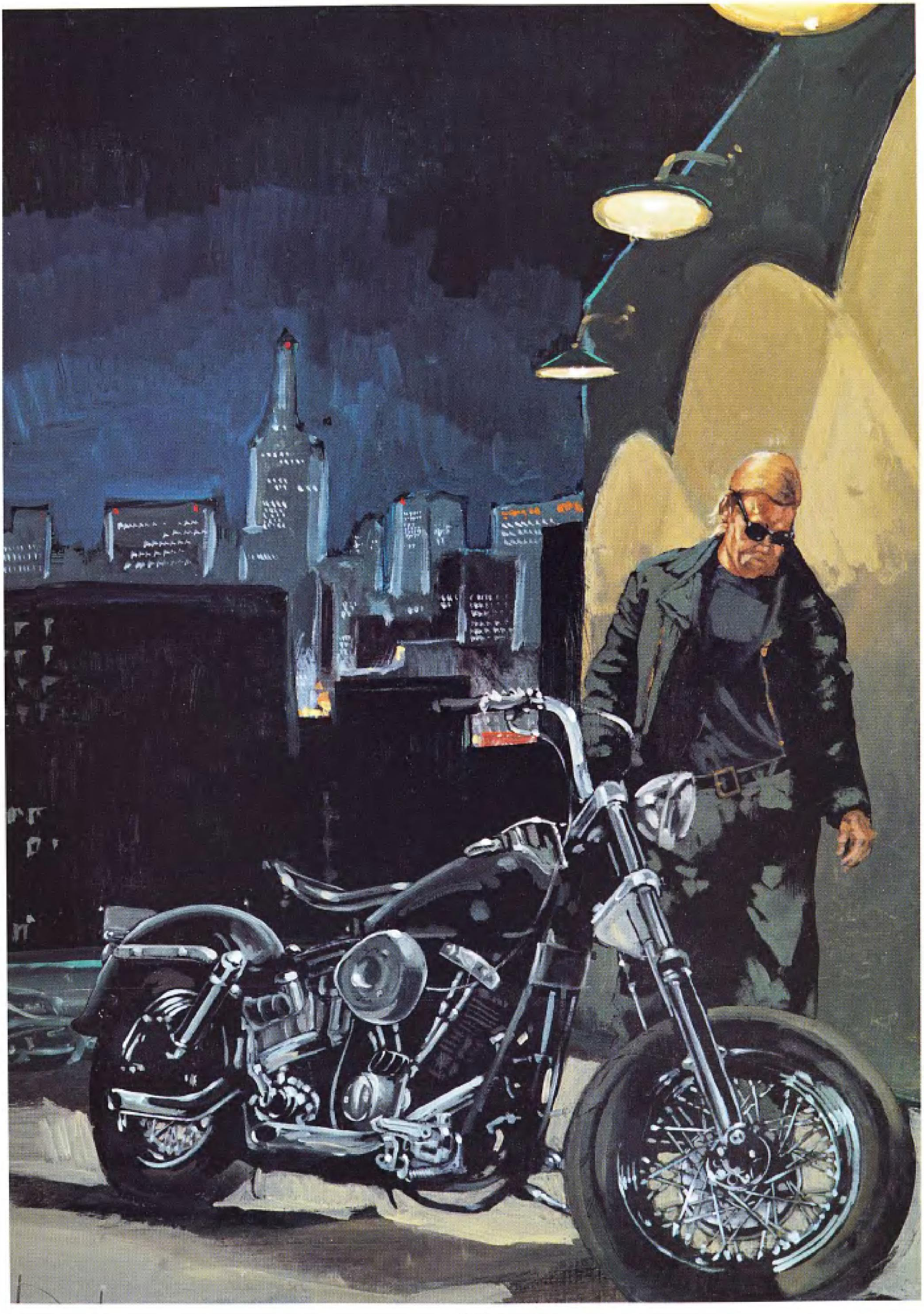

WHITE KNIGHT

The night was balmy and the moon half-full. Phil, a long-haired, blue-eyed Nordic figure in a Levi's jacket cut through the warm night air on his '79 Low Rider. He was on his way to rendezvous with seven of his construction worker buddies at the Lost Oasis, a tavern somewhere around Division and Ashland. The last street he passed was Pulaski before his bike started coughing and hacking.

The bike sputtered and died as Phil used his momentum to coast to the nearest off-ramp and glide onto a surface street in an unfamiliar part of town. The street lights had been broken out, and as Phil squinted into the distance he saw only the deserted remains of badly graffitied, bullet-worn shops in what appeared to be a virtual wasteland. He ran his hand back through his hair and sighed.

Not more than a few blocks away, Tad and Bev were cruising down the expressway. Having just finished dining with Tad's boss and his wife at a trendy sushi bar, they were heading back to a posh hotel in their new Beemer, feeling like a million bucks. Tad's boss had just informed him of his transfer from the Northwest Indiana advertising firm to Chicago's executive office. Bev knew that Chicago was a step up—no more credit limits for them. →

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"Are you going to be able to find your way back?" Bev asked, still bubbling from champagne.

"Yeah, I think so," Tad answered, feeling a sudden twinge of doubt as he realized he missed his exit.

Tad finally exited on Ashland and pulled into a parking area to turn around.

"Tad wait!" she shrieked, staring in terror at the sign posted to the right of the driveway. In bold red print, it read, DO NOT ENTER . SEVERE TIRE DAMAGE. The front tires burst, and by the time Tad hit the brakes, the rear tires had met a similar fate.

"Didn't you see the sign?" she asked. "Shut up!" he barked, shutting off the car. He stepped out from the cool, air-conditioned interior and surveyed the damage. "Come on," he ordered. "There's a liquor store across the street. They'll have a phone."

* * *

Phil used a screwdriver from the leather tool kit attached to the front forks and carefully lifted the seat from the frame. Mindful of his less than hospitable surroundings, he withdrew the blue steel .380 automatic and tucked it into his waist band under his jacket for good measure. He finished locking up his scoot and started down the deserted street in search of a gas station.

* * *

While Tad and his wife were approaching the liquor store, they heard a clinking sound echo from behind. As they turned to source the sound, Tad's jaw dropped at the sight of four gangbangers sliding cinder blocks beneath the jacked-up frame of the BMW, while two others carried two of the car's tiny, shredded tires to the open trunk of an old Cadillac. Tad ran over to them.

"Tad stop!" Bev screamed, rooted to the spot in front of the liquor store.

"What the hell do you think you're doing?" Tad yelled.

Two of the gang members strutted menacingly over to him.

Tad stumbled and caught himself as he took an awkward step backwards, his soft hands instantly wet with sweat.

Bev screamed and the 'bangers immediately turned their hungry eyes in her direction. New attention was given to the attractive blonde standing saucy-eyed under the liquor store's neon sign. "Jackpot," one of them said.

New attention was given to the attractive blonde standing saucy-eyed under the liquor store's neon sign

"Bev," Tad yelled over his shoulder. "Go inside the store." She tried to move but fear kept her planted firmly where she was. "Now!" Tad whimpered, bolting past the men and down the opposite end of the street.

"Get that chicken shit," one of the larger punks said, his eyes feasting on the helpless Barbie doll. Two men shot after Tad, while the remaining four closed in on Bev. She quickly spun around and lunged for the liquor store's door. The neon light overhead flickered off as she frantically clawed at the locked door.

* * *

Phil lit up a smoke, figuring on a long walk, when he heard a woman scream. "Shit," he grumbled under his breath as he stubbed out his smoke. Phil strode off toward the sound, leading him down the street and into a dark alley. He saw two men holding a woman against a brick wall, a third pulling up the pleated skirt of her blue evening gown, and a weasel-faced fourth unzipping his jeans.

"Please don't," the helpless woman sobbed, desperately searching about.

"Spread your legs, rich bitch!"

the weasel commanded.

Phil stepped into full view, jacked his weapon, and leveled it at them. "Party's over assholes," he yelled.

"Fuck off, motherfucker" returned the weasel.

Seeing that the weasel was intent on fulfilling his mission, Phil aimed and evenly pulled the trigger, taking out the little man's kneecap. The gun's blast and the weasel's painful screams reverberating between the buildings caused the remaining three to step back.

"Come over here," Phil calmly said to the woman. Without hesitation she ran to his side. "If anybody moves, I'm going to blow the rest of that asshole away," Phil warned.

"Come on, man. We can catch this piece of shit later," sneered one of the larger thugs, dragging his wounded partner away.

"Let's go," Phil said, pulling the woman out from the alley.

"Who are you?" she asked, quivering uncontrollably.

"Jus' someone stranded like you."

"Oh God!" she said, bursting into tears.

"We've got to find a phone," Phil said, taking her arm as he steered her up the desolate street.

"Wait!" she said, stopping abruptly. "I've got to find my husband. He went this way."

He grabbed her forearm and jerked her around. "You wanna be a headline in tomorrow's paper?" he reasoned, pulling her behind him.

He spotted a pay phone near an abandoned brownstone building

"Hurry up with that bedpan—others are waiting!"

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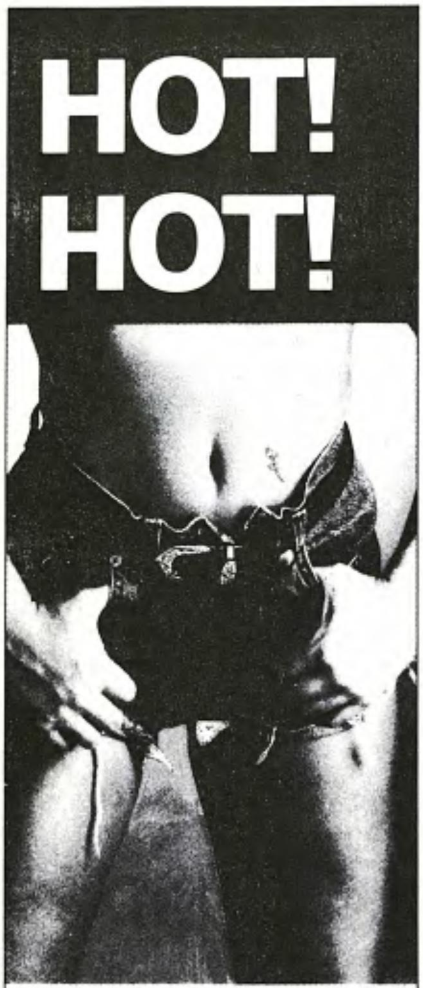

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The ominous night's silence was broken by the sound of a car engine screaming overhead

with a crumbling stairway recessed beneath a tattered awning.

"I'm gonna go over to that phone across the street and call for help. It'll be safer for you to stay out of sight." He motioned toward the sunken stairwell. Terrified to leave the protection of her rescuer, she clutched his arm tighter.

"It'll be all right," Phil reassured her, noticing for the first time how beautiful she was. He gently removed her hand and encouraged her with a nod. As she numbly obeyed, he headed for the battered phone booth.

To Phil's surprise, the phone, marred by cigarette burns and covered with rock-hard bubble gum, actually produced a dial tone. He called the Lost Oasis and asked for his bro Moon Dog. After explaining his situation and starting to describe his location, the conversation was cut short when he heard a scuttling noise near the brownstone.

Phil rushed toward the stairwell. Relieved at the sight of a stray cat rummaging through a trash can, Phil turned his attention to Bev hunched deep in the stairwell's shadows, only her frightened doe eyes peering out from the dark.

"What's your name?" she asked, her eyes fastened to his.

"Phil," he said, looking away as he shook out a smoke and lit it.

"My name is Beverly," she returned with a shyness and vulnerability that she hadn't known since her wistful youth.

Phil exhaled smoke, keeping a watchful eye on all directions, "Nice to meet you, Beverly."

"How long do you think it will take for the police to get here?"

"I didn't call 'em. We need help without the bullshit. If I'd have called the police, I'd still be on the phone, giving 'em my social security number and my mother's maiden name. We don't have time for that."

All hope vanished from Bev's face as she stared incredulously at the mysterious biker. "But I heard you talking to someone," she said. Phil took one last leisurely pull off his cigarette before flicking it into the gutter.

"Yeah, you heard me talking to someone. And I hope like hell that someone was payin' attention to my lousy directions before I cut it short. You're gonna have to trust me," Phil said, squeezing confidence into her trembling hand before releasing her to check his gun.

The ominous night's silence was broken by the sound of a car engine screaming overhead as an old Cadillac screeched to a halt in front of the brownstone. "Stay down," Phil said, watching the larger dude from the alley step out into the street as a carload of mid-20s gangbangers poured out from the car with sawed-off shotguns ready for action.

Beverly shook like a leaf and began to whimper. "I'm sorry," she creaked between involuntary tremors. Phil shushed her and readied his weapon as he made his way up the stairs. She grabbed desperately at his pant leg, before settling back helplessly into the dark corner. As Phil emerged from the stairwell into full view of

the armed and anxious punks, the larger 'banger smiled and leveled his sawed-off at the lone biker.

Phil didn't flinch; he didn't have to as the distant rumble of 20 or more Harleys thundered louder and louder down the street. The fidgety, rabid-eyed gangbangers nervously shuffled around as they sized up the approaching army of fierce warriors astride their roaring street iron. Without giving the lone biker a second look, they scrambled back into the Caddy and squealed off.

Beverly was still badly shaken as Phil walked her into a sea of idling Harleys. Phil made a point of never messin' with another man's woman—even if the little bastard did leave her stranded—but the unwavering longing in her eyes proved to be more of a test of tensile strength than he'd care to admit. Beverly clutched his arm tight, "Where'd so many of them come from?" she asked.

"Somewhere between a couple double-fisted shots of good ol' J.D," Phil said, smiling. "We better go find your ol' man."

Moon Dog dismounted from a full dress '71 Electra Glide and walked toward them. He was a big guy, with sandy, shoulder-length hair and a scraggly blond beard. He grinned at Phil. "I said a bro was in trouble and half the damn tavern mounted up," he said, gesturing with a meaty hand.

Sirens blared, and red and blue lights suddenly appeared from every direction.

Phil watched as a little, brown-haired twerp in a gray sports coat climbed out from a patrol car. He cried out frantically, "Beverly."

Tad!" She returned happily as she ran to him.

Phil watched as the girl and the geek talked a mile-a-minute to each other. She looked back at Phil one last time. Phil knew what that look meant, and that it'd be a while before he forgot it.

Moon Dog slapped Phil on the shoulder. "Where the hell's your scoot, bro?" he asked. "We got some serious partying to do."

Phil shook out a smoke and in the light of a match said, "No shit."

—Fiction by Mike Moreno

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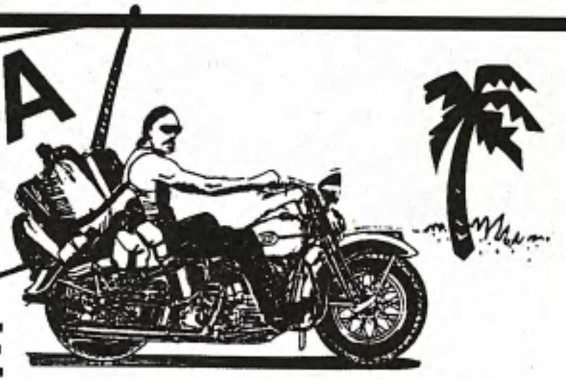

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A GOOD DAY'S RIDE

Woman And Machine Merge to Perform A Graceful, Two-Wheeled Ballet

Illustration: Joe Christensen

It was one of those perfect and revered New England summer days—flawless. The call of the road was loud in my ears as I hefted the shed door, muscling it back on its rusty tracks. Inside, my machine waited, low to the ground, brooding beneath its gleaming chrome armor. My leather creaked in the silence as I wiped away a speck of dust here and there and checked the tires, shift lever, oil, and wires. Satisfied that all was well, I unlocked the heavy padlock and snapped it into the loop of my chaps. I was ready to ride. I crooked my leg over the seat and slowly settled in, heart pounding with the thrill of ritual. Leisurely I pulled on my riding gloves, lifted my goggles from the handlebars and settled them onto my face. I sat for a moment, savoring the feel of the machine beneath me.

Finding neutral, I opened the choke with my right hand. After a twist or two of the throttle, giving my thirsty beast a drop to whet its appetite, I placed my thumb on the starter switch. The unmistakable sound of a Harley engine lumbering out of its sleep reverberated throughout the shed. I grinned with delight and waited a heartbeat before closing the choke. Gripped suddenly by the urgent desire to be out on the tar, as if the growling of the mechanical beast beneath me was urging me on, I put it in gear and eased my mount out into the street. I kept it carefully reined in as I cruised through town, enjoying the heads turning, then double taking at the sight of a *woman* on this magnificent Harley. I got a "thumbs up" from two men in a pickup truck. Stopping at a light, the bike vibrated to my anticipation of the ride ahead. A mile, maybe two, farther and I would be on my favorite stretch of serene, windy back road. It was hard to keep to the speed limit, the beast and I wanted to be off and away. Two more traffic lights and I was there. I cruised onto the flat straightaway at the lower end of the route, kicking the bike up through the gears.

Riding into the rolling hills I took the first tight curves gently, leaning easily, getting in sync with the bike. Little by little, I began twisting the throttle, gaining another three, then five, then 10 miles per hour over the limit. Without hesitation, my mechanical wonder responded to the request for more speed. We became one as we leaned into the twisting road. We were speaking a common language of speed, mechanical power, and physical skill. Exhilaration sang through my veins in the key of V-twin bass rumble.

Mechanical muscle merged with physical finesse to give birth to a graceful ballet on two wheels. While my body and machine were one, the consciousness expanded. It went out ahead and alert, preparing for the nuances of

the road it knew intimately. It drank in the changing of light and shade as we raced through the trees and registered a temperature drop that sent a fleeting shiver down my spine. It also sent the message that the first leg of our trip was nearly done—we were only a few miles away from the next town. I let up on the throttle and let out a whoop of sheer joy, startling a sleeping dog who had been oblivious to the sound of my engine's approach. Two little boys on bicycles in the next yard raced to the edge of the road to wave. I smiled and waved back, knowing by the look on their faces that their bicycles would be Harleys, and they'd be dreaming motorcycle dreams for days.

I realized I was thirsty and decided to stop at the store in the center of town. I rolled into the lot and parked near the only other vehicle, a car with out-of-state plates. Inside, a couple and their five- or six-year-old little girl were choosing sodas from the wall cooler. I excused myself as I edged by them, filling the narrow aisle with my heavy riding boots and leather gear, my jacket slung casually over my shoulder. The little girl's eyes were on me, full of awe-tinged curiosity. Her parents gave me that guarded, oh-no-a-biker look. I spotted the water I wanted, paid for it, and went outside to sit sidesaddle in the sun and decide where the rest of the day would take me. I was saddled up when the out-of-state family left the store. The little girl pointed in my direction and started to wander over. "Hi!" I said, smiling. Her mother quickly snatched her up and hustled into the car.

As I backed the bike slowly out of its space, I heard the girl say, "I'm gonna ride a motorcycle when I grow up."

Her parents exchanged a look and her mother said, "No, honey, nice girls don't ride motorcycles." I smiled and the little girl twisted around in her seat to watch me. Thumbing the starter switch, I revved the huge V-twin for effect. She smiled then, too. I winked back. Suddenly shy, she ducked her head but never took her eyes away. I gave her a little thumbs up. She smiled again and waved a big good-bye, despite her parents' protests.

I put my eager beast into gear, fighting back the urge to roar out of the parking lot. Back out on the road, with the sun on my face and the bike responding eagerly to my every touch, I decided that no matter what the rest of the day held, it had already been a good day's ride.

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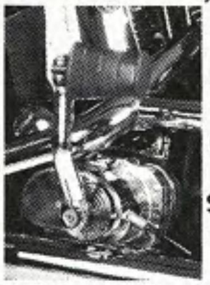

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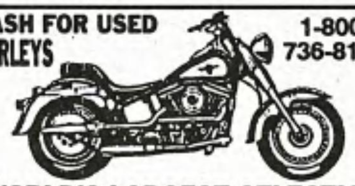

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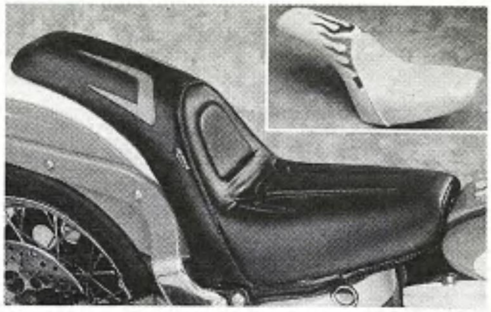

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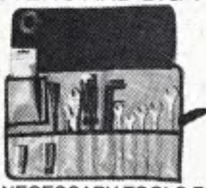

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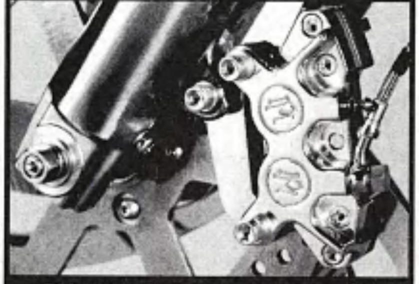

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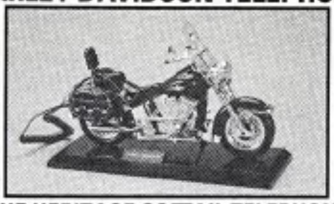

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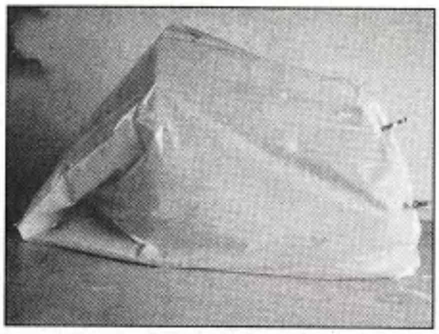

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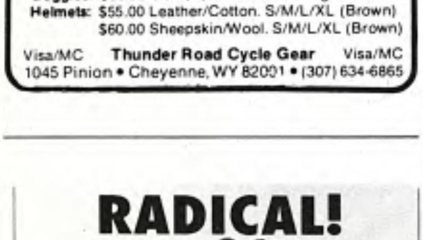

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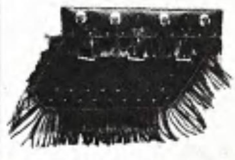

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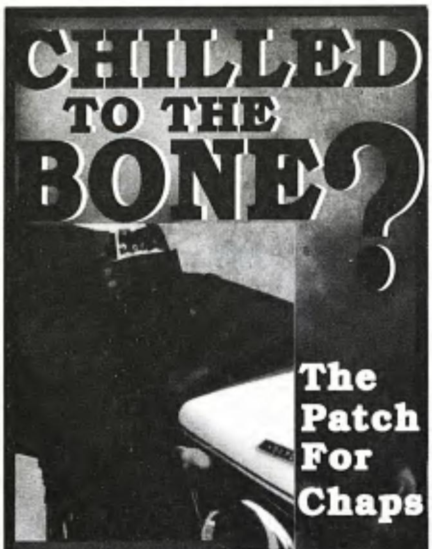

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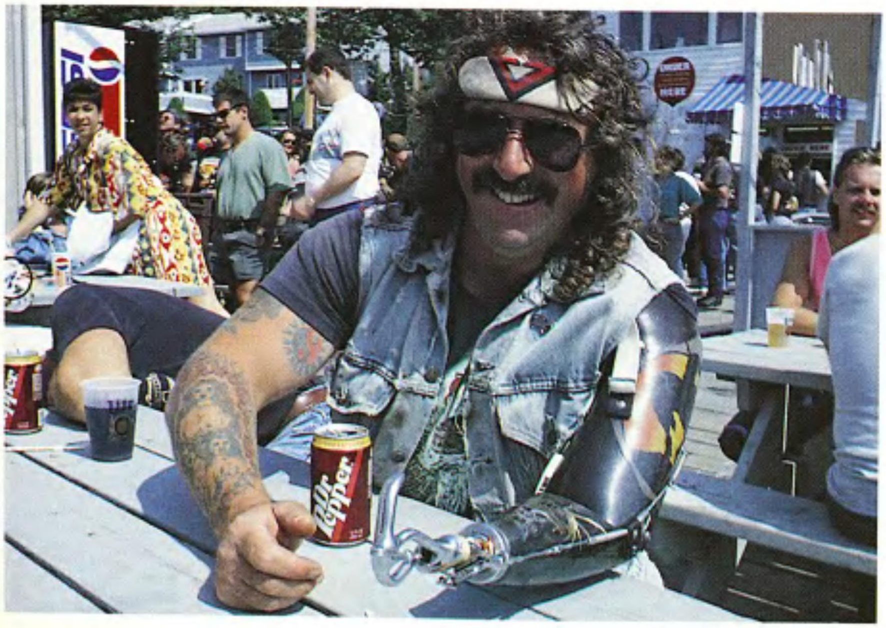
STONEY'S LOBSTER RUN '93

All Stoney Dionne wanted to do was putt up the coast with a few friends on one of those crystal clear Maine summer days. He wanted to eat some lobster, toss down a beer or two, and then maybe stop by the Triple-R Bar for a few more cold ones on the way home.

And that's just what he and his friends did on that August day back in 1980. Stoney let it be known that he was ridin' off in search of a lobster, and 45 bikers showed up to go along and keep him company.

The group went north outta Brunswick, up Route 1 along the rocky Maine coast, and ended up in the little town of Boothbay Harbor. They parked their scoots at the Lobstermen's Co-Op and ate fresh



Maine lobster on the deck overlooking Penobscot Bay.

The ride was such a blast that Stoney decided to do it again, and this time 90 riders showed.

In 1982, Stoney's Lobster Run got even bigger, and the year after that it got bigger still. In fact, it got bigger and better every year all through the '80s, and now it's to the point where Stoney has to spend a number of weeks each year just plannin' his annual Lobster Run—printing tickets, getting T-shirts made up, and dealing with the various police departments in the towns the bikers ride through on their way to Boothbay Harbor.

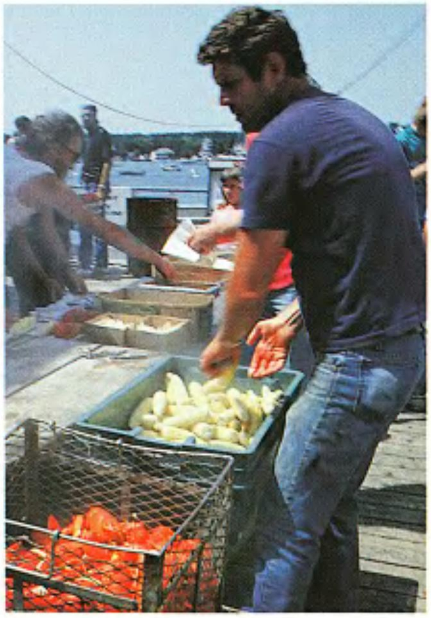
So how big is Stoney's Lobster Run now? It's hard to get a real →

accurate count, but the best estimates put the total number of bikes at over 1,000. That's a helluva lot of lobster to boil.

This year, folks showed up from as far south as Florida, as far west as Nevada, and Stoney said at least 40 Canadians rode down to take part in the ride.

The run is always held the first Sunday in August, and the bikers take over the entire Lobstermen's Co-Op in Boothbay Harbor after a scenic ride that starts in Brunswick and takes them through Dresden, Wiscasset, and a bunch of other picturesque towns.

Stoney's Lobster Run has become one of the biggest biker events in Maine, a small state that has a



surprisingly large number of Harleys and some of the nation's most active bikers. The Southern Maine Chapter of H.O.G. holds an annual Lobster Run Breakfast at a local restaurant to start the day off, and the chapter also has selected the Lobster Run for its annual Harley Sportster raffle drawing.

In all the years that Stoney's been putting on the Lobster Run, there's never been a problem in the town of Boothbay Harbor from the bikers. It's a record that makes him proud.

"We've never had a problem," says Stoney. "The local police do a great job helping us get in and out of town, and they enjoy the run as much as we do. They've never had to come to me with a complaint."

Photos: Bill Frederick

To show his appreciation, Stoney drops enough bread at the Lobstermen's Co-Op for the local police to enjoy a lobster feed of their own once the bikers are safely on their way.

This year, Lobster Run riders couldn't go to the Triple-R Bar after the run; the popular biker hangout closed down earlier this year. But that didn't stop Stoney. He just found a new location down the coast in Mackeral Cove, rented a hall, and dug into his pocket to pay for a band.

That's the kind of bro Stoney is. He just loves to watch bikers have a helluva good time.

—Pinhead

TALKIN' TECH

Your Technical Questions Answered Here

How many times have you sat in your garage, teeterin' on an old milk crate and scratchin' your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

Leaking Problem

□ I have a 1983 FXR which leaks transmission fluid from a hose hanging down in front of the rear tire. The hose is about the same diameter as a pencil and leaks about an ounce every 175 or 200 miles. I've been told by numerous mechanics that since a shovelhead must breathe, the fluid is engine oil. Others suggested that it was the hose for the chain oiler.

Both the color and smell indicate transmission fluid, as does the fact that I can't travel more than 700 or 800 miles without going below "add" on the dipstick for the trans. I thought that perhaps the previous owner had put in a shorter dipstick. As a result I was overfilling and the hose was just leaking out excess. The dipstick is the proper length according to replacement sticks at the shop. I even tried running the transmission just below "add," but it didn't seem to make a difference. It just keeps dripping at the same rate. Please tell me how much of a problem I have here, so I can take care of it this winter.

The Kid
State of Confusion

■ Overfilling has to be the cause. Check the level with the bike standing straight up.

Wants Fairing

□ My present project is a 1987 Heritage (FLSTC). I just about have the 96-inch sidewinder broken in. Anyone make a cafe-style fairing for it?

Wayne Charpie
Ocean Township, N.J.

■ Arlen Ness Wide Glide Fairing Kit (#06-085) and fatbob pullback drag bars (#08-001 or #08-006).

Sportster To Shovster

□ I own a '73 Sportster, and I want to put a shovel or pan top end on it and a stroker kit in it. I've heard the term shovster used and just want to know what I have to do to achieve this and what parts I need to do it. I'd like to go to around 86 inches. I've written to several shops but no one's answered, so I figured I'd give you guys a shot.

Down but not out,
Mike Garrard #55531
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■ Trock Cycle Specialties can turn your Sportster into a Shovster. Call (708) 683-4010.

Proud Parents

□ Last year my husband and I became proud parents of our first Harley: an '86 Sportster XLH. We ride as often as we can, but as you know the "peanut tank" doesn't get you very far. I'd like to get a little longer tank. How do you think it would look, and what do you get?

J.J. Robinson
Decatur, Ind.

■ A 3.25-gallon tank is available from H-D in black (61201-87) or primer (61203-87).

Unexplained Noise

□ I have a problem with my 1986 FXRS. When I first crank up and take off, she runs just fine. Then after about 5 miles it starts to make a loud clattering noise that I can't pinpoint. After another 3 or 4 miles, the noise goes away and isn't heard from again. The only time the bike does this is on the initial ride in the morning, and it never seems to do it when I take it to the mechanics.

Already Gone
Grand Prarie, Texas

■ Check the tappet screen first. If it's okay, check the tappet rollers, cam lobes, and maybe the inside end of the cam, too.

Needs A Heart

□ After messing around with a bunch of different sleds, I've decided that building my own is the only way I'm going to be completely satisfied. I've already contacted Paughco, Custom Chrome, and Drag Specialties. Now I need info on that blessed heart. Whom do I contact at Harley to get an Evolution (1340cc) Big Twin—from engine to final drive (belt). About how much will it set me back?

"Buzz" Napier
Interlachen, Fla.

■ Check with your local Harley dealer or call Lake Shore Harley-Davidson: (708) 662-4500.

Looking For Old Parts

□ Recently, while sorting through my collection of *Easyriders* magazines, I came across the May 1973 issue which featured Dan Littles' 380-pound FX shovelhead. I'm interested in purchasing a lightweight Corbin-Gentry frame and the Akront alloy rims, like the ones used on Dan's shovelhead.

Are these parts still available? Can you provide me with any leads as to where I can purchase these items? Also, what's the story on the Titanium fork tubes on Dan's shovel? Are they an over-the-counter item or are they a custom-made item? Any information you can provide will be greatly appreciated as I have been unable to locate any advertising for the abovementioned items in any of your current issues.

Steve Subeldia
Velarde, N.M.

■ Alloy rims are available from Performance Machine, but the other parts suppliers are gone. Try Atlas Precision for a good lightweight frame, (619) 242-9111.

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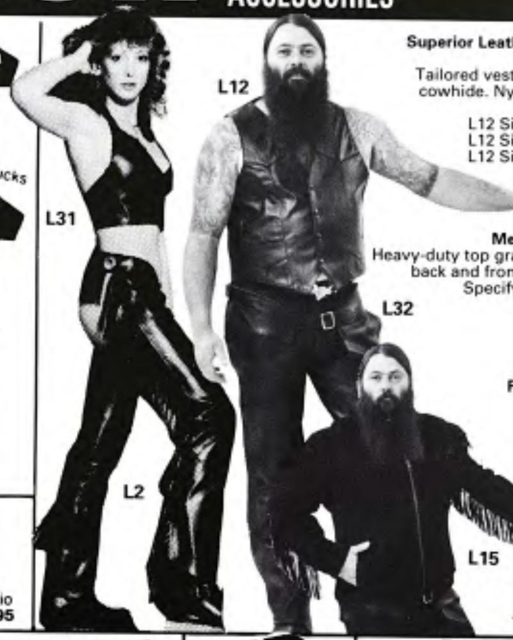

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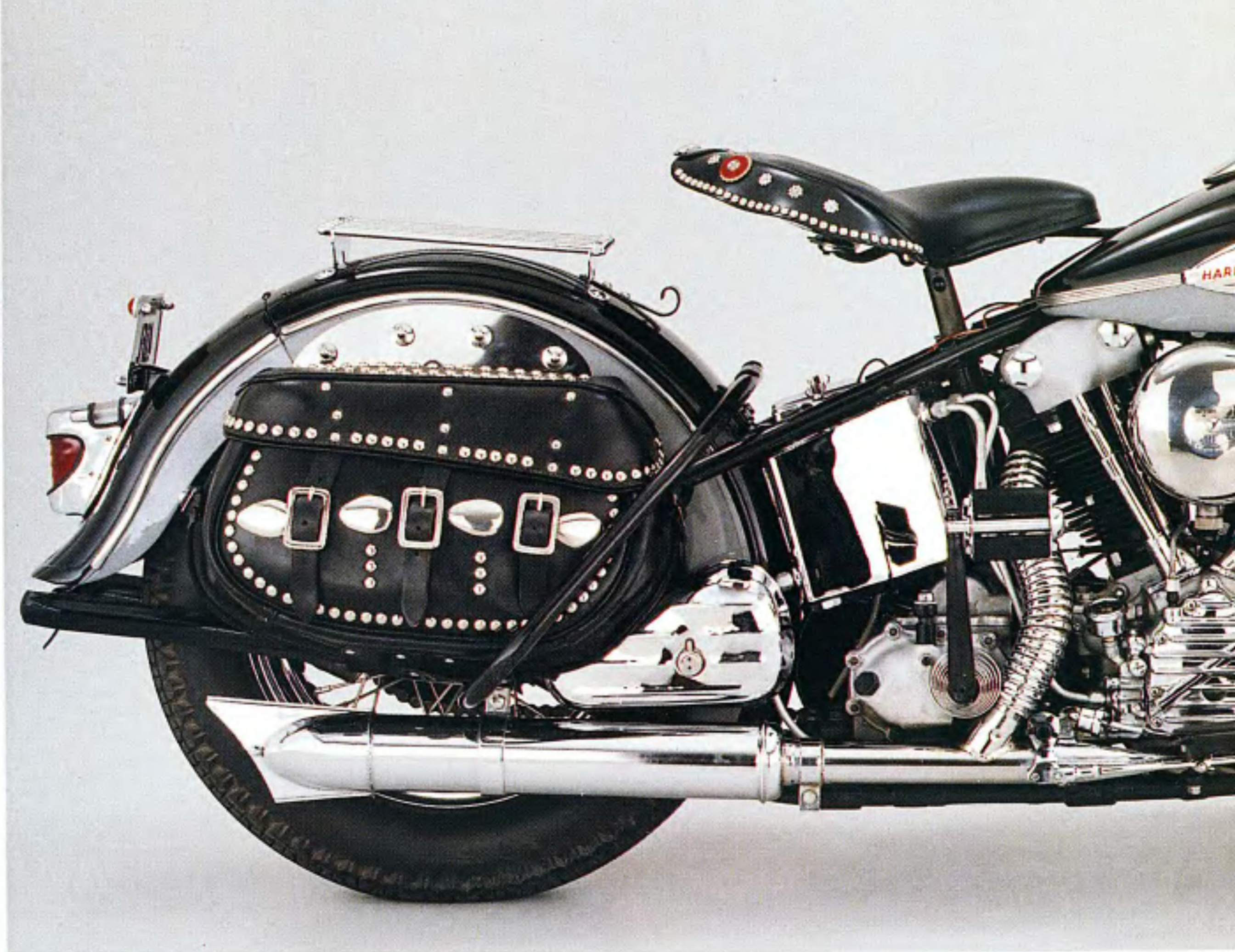
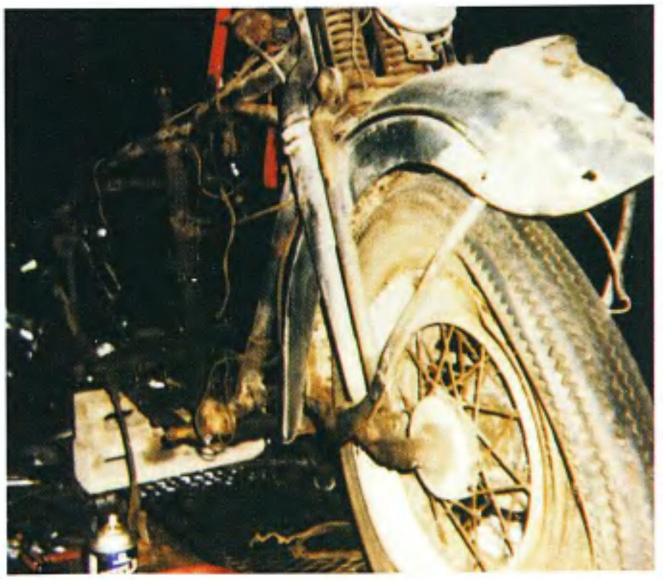




Is It?

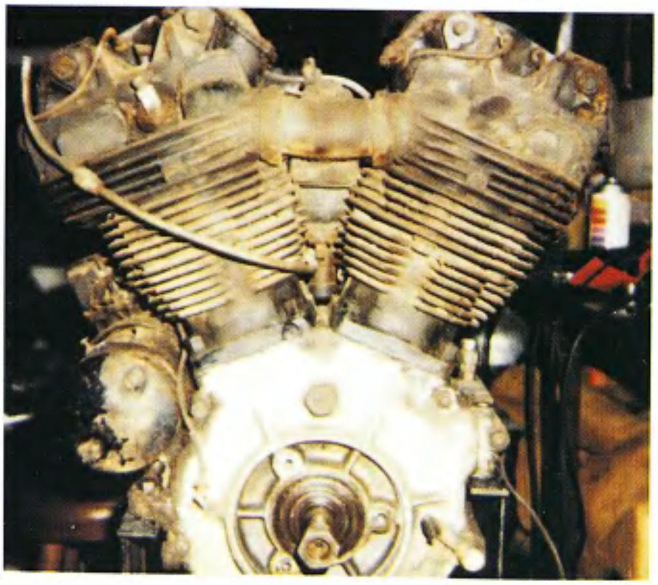
If you were sitting in the local haunt, sippin' suds with some bros, and one of them got to ramblin' on about some old guy having a 1941 FL sitting in his shed, would you believe him? 'Course not. You'd think, "Yeah, sure, the guy bought the bike for his son in 1950, then put it in storage in '52 when his son was killed. Sure, it's

Thirty-eight years of Wisconsin humidity had gotten to many of the bike's parts

been sitting there for 38 years, but it's still in mint condition. Right, bro. That's why you're ridin' that AMF piece of shit, huh? Will someone buy this guy a couple of shots so he'll stretch out on the pool table and sleep it off."

I mean, that's the normal reaction. Hell, this is 1993—not 1960. Thankfully, Russ Swonger, the bro who's responsible for this knuck's rebirth, isn't that normal. When he heard the story from his lady, Boni Bartlett, who'd heard it from a friend of a friend at work, he checked it out for himself.

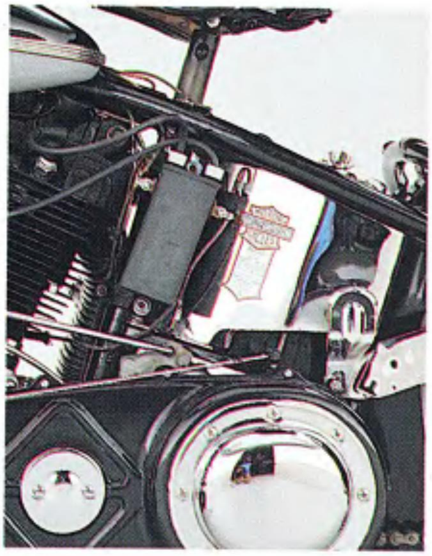
Of course, like all such stories (even the true ones) there was →

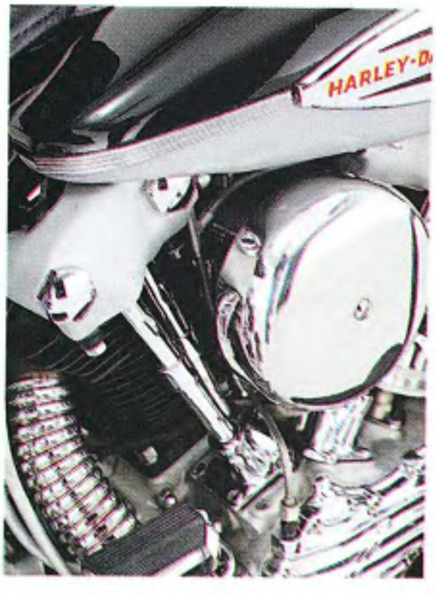


HARLEY-DAVIDSON

some fiction mixed with the facts. The bike was far from being in mint condition. Thirty-eight years of Wisconsin humidity had gotten to many of the bike's parts. The exhaust system had rusted completely away. Most of the bike's components showed the effects of 38 years of storage. Russ knew it would need a thorough rebuild. →

What Russ didn't know was how rare 1941 FLs were, or how hard it was to find parts for them





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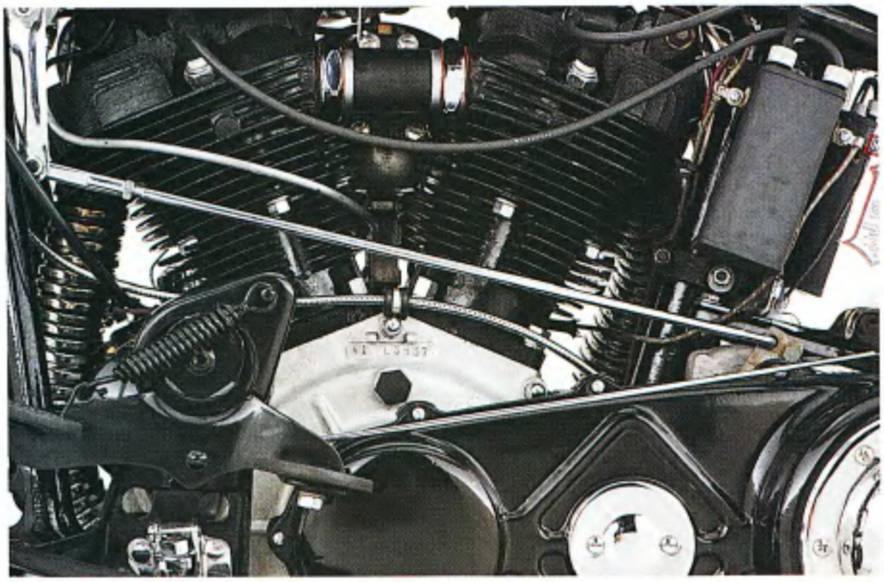
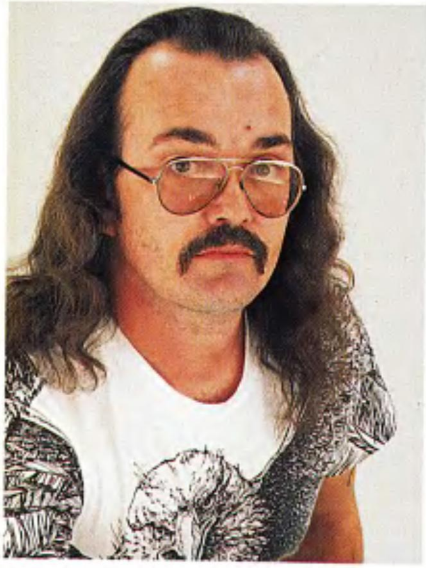


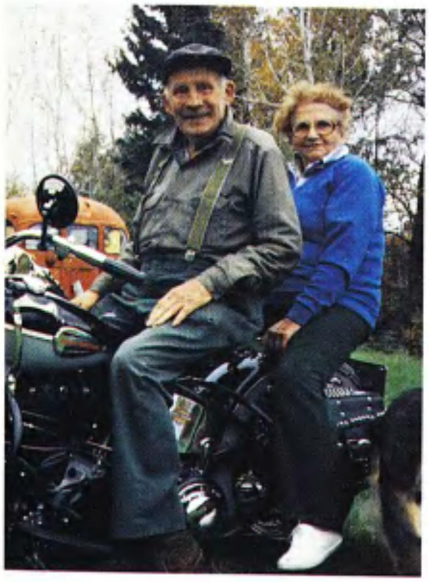
MINNESOTA
41FL
MC

What Russ didn't know was how rare 1941 FLs were, or how hard it was to find parts for them. Then, to make matters even worse, he teamed up with Ken at American M/C Supply and Gary, Rob, Chuck, and Tony at Kokesh Motorcycle Accessories, who were purists. They just flat-out refused to let Russ take any shortcuts. No matter how low the bank account shrank or how hard a part was to find, they insisted Russ take the time to do it right.

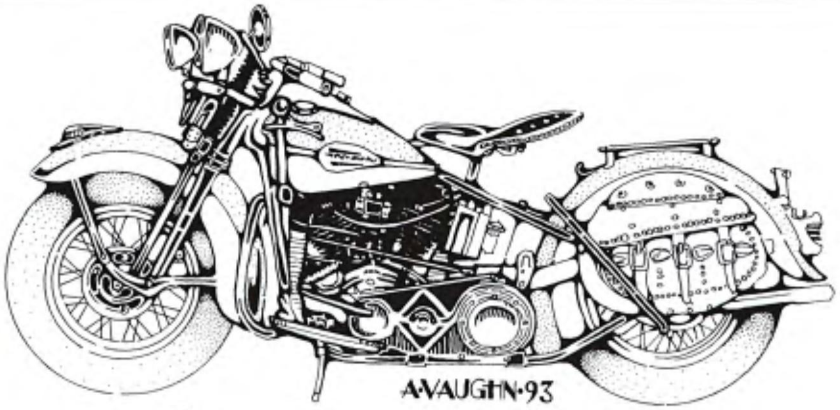
It's something Russ is really thankful for today. The knuck was his first restoration, and he readily admits that if it hadn't been for good bros insisting he not take any shortcuts, he wouldn't have the bike he has today.

—Silent





Owner(s): Russ Swonger, Boni Bartlett	**City:** Isanti, Minnesota	
General	**Frame**	
Fabrication by: Russ Swonger	Year: 1941	
Year and make: 1941 H-D	Builder: H-D	
Model: FL knuckle	Type: rigid	
Value: ?	Rake: none	
Assembly by: Russ & Boni	Stretch: none	
Time: one year	Other alterations: none	
Chroming by: New Dimension	**Accessories**	
Engine	Bars: buckhorn	
Year: 1941	Grips: rubber	
Model: FL	Mirrors: one, left side	
Rebuilder: Russ	Risers: none	
Ignition: points	Fender(s): rear, stock/front, aftermarket	
Displacement: 74 cubic inches	Headlight: two spots, one head	
Lower end: original rebuilt	Taillight: glass beehive	
Balancing: Pappy	Speedo: catseye	
Pistons: H-D	Front pegs: floorboards	
Cases: stock	Rear pegs: none	
Heads: H-D	Electronics: 6-volt, 3-brush generator	
Cam: stock	Gas tank: 3.5-gallon	
Lifters: solid	Oil tank: horseshoe	
Carb(s): Linkert	Oil system: aluminum lines	
Air cleaner: H-D	Primary cover: diamond	
Pipes: stock	Seat: solo	
Muffler(s): none	Sissybar: none	
Transmission	**Forks**	
Modifications: none	Type: springer	
Year: 1941	Extension: none	
Shifting: tank shift	Builder: H-D	
Engine sprocket: 23-tooth	Special features: painted	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 16-inch	Size: 16-inch
Molding: none, sheet metal	Hub: H-D	Hub: H-D
Painter: Kevin Winters	Rim width: 3.5-inch	Rim width: 3.5-inch
Color: black and gray	Tire: Avon	Tire: Avon
Type: Deltron	Brake: drum	Brake: drum
Special paint: Martin at Industrial Spray		
Other special modifications: Special thanks to Keith and Kent Bartlett, Scott, Steven, my bro, Ken, at American M/C Supply, and Gary, Rob, Chuck and Tony at Kokesh Motorcycle Accessories.		
Photos: Mike Lichter		



COMIN' AT YA

Easyriders®

Look out—the **February** 1994 issue is on its way, and all the bikes featured in all our mags in 1993 are rippin' through the pages. That's right, it's Invitational Bike Show time—your chance to review all the fine rides featured in *Easyriders*, *In The Wind*, and *Biker* last year and vote on your favorites. And in the midst of our 34 putt-packed Bike Show pages, the 1993 Fox Hunt winners are struttin' their wares in the hopes of being crowned Fox of The Year. What else, you ask? Renegade's Dyna Glide project will be unveiled in one of our seven bike features, two tech tips will give ya some wild wrenching ideas, and a look at the Chi-town Rodeo and a California antique show will bring back memories of those summer dog days. ***On sale December 28***

In The Wind

In the **March** 1994 issue, we're poppin' the top on a can of kickass and takin' a look back at the 1993 *Easyriders* Bike and Tattoo Show tour. Our motley crew has been storing up some true nuggets from toy runs around the world, and now that the Holiday season's upon us, we're ready to pull them out of hibernation and lay 'em on ya. Travelin' Trails will take you on a tour of your own private Idaho. Check it out. ***On sale December 9***

TATTOO

Tattoo fever is spreading across the land with conventions popping up from coast-to-coast. We're adding 32 extra pages to the **February** issue to make room for the overflow, pages that will cover two of these events—Hollywood's Inkslingers Ball and Tattoo Tour USA's Chicago stop. On the international front, we'll show you the latest party in Neuss, Germany, and we continue to feature color from Down Under. ***On sale December 9***

BIKER

Biker's **February** issue is your special T&A edition. You don't wanna miss Miss Emma, the rubber-clad English sweetie dominating the cover and centerspread. She wears rubber like leather—and does it oh so well. Our regular T&A spread is of Gypsy. Ol' Scotty shot her, and she tells her own tale. As usual, we're giving you are best in bike features and events. Don't leave the newsstand without it. ***On sale now***

TATTOO FLASH

In this issue, the world's only fine skin art museum features Exhibit Halls packed with glorious dermagraphics from around the globe. From traditional to tribal, cosmic to comic, Tattoo Flash offers a cultured glimpse behind the curtain of the tattoo world. Meet incredible featured guest artists Pote Seyler, Tattoo Bob, and Ardee Allen. Ponder the possibilities in our fabulous Flash Gallery and revel in glorious works of fantasy made flesh. ***On sale now***

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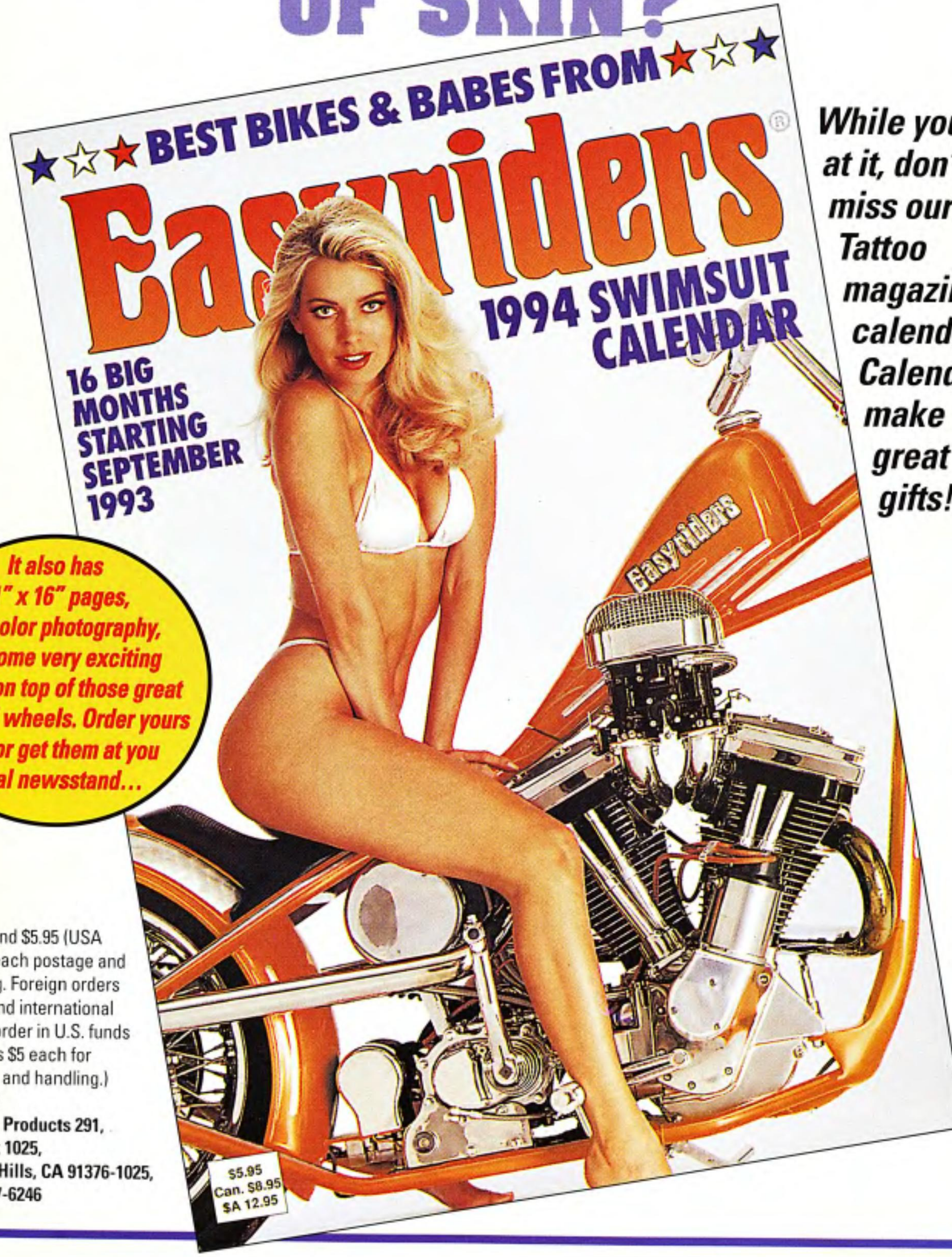

While you're at it, don't miss our Tattoo magazine calendar. Calendars make great gifts!

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